



APPENDIX 3.5-A KNE COMMUNITIES, POPULATION, AND HOUSING TECHNICAL REPORT

COMMUNITIES, POPULATION, AND HOUSING TECHNICAL REPORT

K LINE NORTHERN EXTENSION



K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

Communities, Population, and Housing Technical Report

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TABLE OF CONTENTS

CHAPTER 1	INTRODUCTION	1-1
1.1	Project Overview	1-1
1.2	Technical Report Summary	1-1
CHAPTER 2	PROJECT DESCRIPTION	2-1
2.1	Alignment Alternatives	2-1
2.2	Hollywood Bowl Design Option	2-4
2.3	Maintenance and Storage Facility	2-5
2.4	Construction Approach	2-6
CHAPTER 3	REGULATORY FRAMEWORK.....	3-1
3.1	Federal Regulations	3-1
3.1.1	Relocation Assistance and Counseling	3-1
3.2	State Regulations.....	3-2
3.2.1	California Relocation Act	3-2
3.2.2	Relocation Resources	3-2
3.3	Regional Regulations	3-3
3.3.1	Southern California Association of Governments	3-3
3.4	Local Regulations.....	3-4
3.4.1	City of Los Angeles.....	3-4
3.4.2	City of West Hollywood.....	3-8
3.4.3	Los Angeles County Metropolitan Transportation Authority (Metro)	3-10
CHAPTER 4	METHODOLOGY AND SIGNIFICANCE THRESHOLDS.....	4-1
4.1	Methodology	4-1
4.1.1	Population, Households, and Employment	4-1
4.2	CEQA Significance Thresholds	4-2
CHAPTER 5	EXISTING SETTING	5-1
5.1	Regional Setting.....	5-1
5.2	Resource Study Area	5-4
5.2.1	Alignments and Stations.....	5-8
5.2.2	Hollywood Bowl Design Option.....	5-22
5.2.3	Maintenance and Storage Facility	5-22
CHAPTER 6	IMPACTS AND MITIGATION MEASURES	6-1
6.1	Impact Analysis.....	6-1
6.1.1	Impact CMN-1: Unplanned Population Growth.....	6-1
6.1.2	Impact CMN-2: Population and Housing Displacement.....	6-5

6.1.3	Summary of Impact Conclusions	6-7
6.2	Mitigation Measures.....	6-9
CHAPTER 7	CUMULATIVE IMPACTS.....	7-1
7.1	Introduction	7-1
7.2	Cumulative Impacts	7-2
7.2.1	Alignments and Stations.....	7-2
7.2.2	Hollywood Bowl Design Option	7-3
7.2.3	Maintenance and Storage Facility	7-3
7.3	Cumulative Mitigation Measures	7-4
CHAPTER 8	REFERENCES	8-1

FIGURES

Figure 2-1.	K Line Northern Extension Alignment Alternatives.....	2-2
Figure 2-2.	Hollywood Bowl Design Option	2-4
Figure 2-3.	Maintenance and Storage Facility	2-5
Figure 5-1.	Existing Population within Station Resource Study Areas (2021)	5-5
Figure 5-2.	Existing Households within Station Resource Study Areas (2021)	5-6
Figure 5-3.	Existing Employment within Station Resource Study Areas (2019).....	5-7
Figure 5-4.	Existing Population within MSF Resource Study Area	5-23
Figure 5-5.	Existing Households within MSF Resource Study Area	5-24
Figure 5-6.	Existing Employment within MSF Resource Study Area	5-25

TABLES

Table 2-1.	Characteristics of the Alignment Alternatives and Design Option	2-2
Table 2-2.	Stations by Alignment Alternative.....	2-3
Table 5-1.	Population Growth (2016-2045)	5-2
Table 5-2.	Historic Population Growth (2010-2020).....	5-2
Table 5-3.	Household Growth (2016-2045)	5-2
Table 5-4.	Historic Household Growth (2010-2020).....	5-2
Table 5-5.	Employment Growth (2016-2045)	5-3
Table 5-6.	Historic Employment Growth (2010-2020)	5-3
Table 5-7.	Historic Unemployment Rates (2015-2020)	5-3
Table 5-8.	Land Use and Zoning Designations	5-4
Table 5-9.	Existing Population, Households, and Employment within the San Vicente–Fairfax Alignment Alternative Station Resource Study Area	5-8
Table 5-10.	Low-Income Populations within the San Vicente–Fairfax alignment Alternative Resource Study Area	5-9
Table 5-11.	Minority Populations within the San Vicente–Fairfax Alignment Alternative Resource Study Area	5-10
Table 5-12.	Zero-Car Households within the San Vicente–Fairfax Alignment Alternative Resource Study Area	5-11
Table 5-13.	Existing Population, Households, and Employment within the Fairfax Alignment Alternative Resource Study Area	5-16
Table 5-14.	Low-Income Populations within the Fairfax Alignment Alternative Resource Study Area.....	5-16
Table 5-15.	Minority Populations within the Fairfax Alignment Alternative Resource Study Area	5-17
Table 5-16.	Zero-Car Households within the Fairfax Alignment Alternative Resource Study Area	5-17
Table 5-17.	Existing Population, Households, and Employment within the La Brea Alignment Alternative Resource Study Area	5-19
Table 5-18.	Low-Income Populations within the La Brea Alignment Alternative Resource Study Area	5-19
Table 5-19.	Minority Populations within the La Brea Alignment Alternative Resource Study Area ...	5-20
Table 5-20.	Zero-Car Households within the La Brea Alignment Alternative Resource Study Area ...	5-20
Table 5-21.	Existing Population, Households, and Employment within MSF Resource Study Area ...	5-22
Table 5-22.	Low-Income Populations within MSF Resource Study Area	5-26
Table 5-23.	Minority Populations within MSF Resource Study area.....	5-26
Table 5-24.	Zero-Car Households within MSF Resource Study Area	5-26
Table 6-1.	Impact Conclusion Summary Table	6-8
Table 7-1.	SCAG Projected Percent Growth for Half-Mile Buffer Areas, 2019-2045	7-2

ABBREVIATIONS / ACRONYMS

ACRONYM	DEFINITION
2020 RTP/SCS	2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
AA	Alternatives Analysis
ACS	American Community Fact Survey
CAP	Climate Action Plan
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
Division 16	Division 16 Southwestern Maintenance Yard
EFC	Equity Focused Community
EIR	Environmental Impact Report
EJ	Environmental Justice
Expo	Metro E Line
FMV	fair market value
GHG	greenhouse gas
H	Housing
I-10	Interstate 10
IRC	Infrastructure, Resources, and Conservation
LAX	Los Angeles International Airport (LAX)
LGBTQ	lesbian, gay, bisexual, transgender, and queer
LRT	light rail transit
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
Metro Board	Los Angeles County Metropolitan Transportation Authority Board of Directors
MSF	maintenance and storage facility
OER	Metro Office of Equity and Race

ACRONYM	DEFINITION
Project	K Line Northern Extension Transit Corridor Project
R1	Residential 1
RD1.5	Restricted Density 1.5
RD2	Restricted Density 2
RHNA	Regional Housing Needs Assessment
RSA	Resource Study Area
RSO	Rent Stabilization Ordinance
SCAG	Southern California Association of Governments
SEM	sequential excavation method
TBM	tunnel boring machine
TOC	transit-oriented community
U.S.	United States
USC	United States Code

CHAPTER 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the K Line Northern Extension Transit Corridor Project (the Project) (Figure 2-1). The Project would provide a northern extension of the Metro light rail transit (LRT) K Line from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail transit lines. The Project would serve as a critical regional connection, linking the South Bay, the Los Angeles International Airport (LAX) area, South Los Angeles, Inglewood, and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro B Line. The Project would also connect major activity centers and areas of high population and employment density.

1.2 TECHNICAL REPORT SUMMARY

This technical report evaluates the Project's environmental impacts as they relate to communities, population and housing. It describes existing conditions, the current applicable regulatory setting, potential impacts from construction and operation of the alignment alternatives, stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. This technical report was conducted in compliance with the California Environmental Quality Act (CEQA) (Sections 21000 et seq.) and the CEQA Guidelines (Section 15000 et seq.), which require state and local agencies to identify the significant environmental impacts of their actions, including significant impacts associated with communities, population and housing, and to avoid or mitigate those impacts, when feasible.

The technical report is organized into eight chapters:

- Chapter 1 – Introduction, provides an overview of the Project and a summary of the technical report's contents.
- Chapter 2 – Project Description, provides a description of the Project's alignment alternatives, stations, design option, and MSF. This section also describes the construction approach for the Project.
- Chapter 3 – Regulatory Framework, discusses applicable federal, state, and local regulatory requirements, including plans and policies relevant to Project jurisdictions.
- Chapter 4 – Methodology and Significance Thresholds, describes the analysis methodologies applied for this Project and provides a summary of CEQA significance thresholds adopted by state and local jurisdictions.
- Chapter 5 – Existing Setting, describes the existing conditions as relevant to the Project alignment alternatives, stations, design option, and MSF.
- Chapter 6 – Impacts and Mitigation Measures, discusses the impact analyses conducted for the Project's alignment alternatives, stations, design option, and MSF, and discusses

applicable mitigation measures. It also discusses any project measures that would be implemented as part of design and construction of the Project.

- Chapter 7 – Cumulative Impacts, discusses the cumulative impacts for the Project’s alignment alternatives, stations, design option, and MSF.
- Chapter 8 – References, lists the references used to prepare this technical report.

CHAPTER 2 PROJECT DESCRIPTION

This section provides information pertinent to the components of the Project as evaluated in the technical report. The Project components for evaluation in this technical report include three light rail alignment alternatives with stations, one design option, and one MSF.

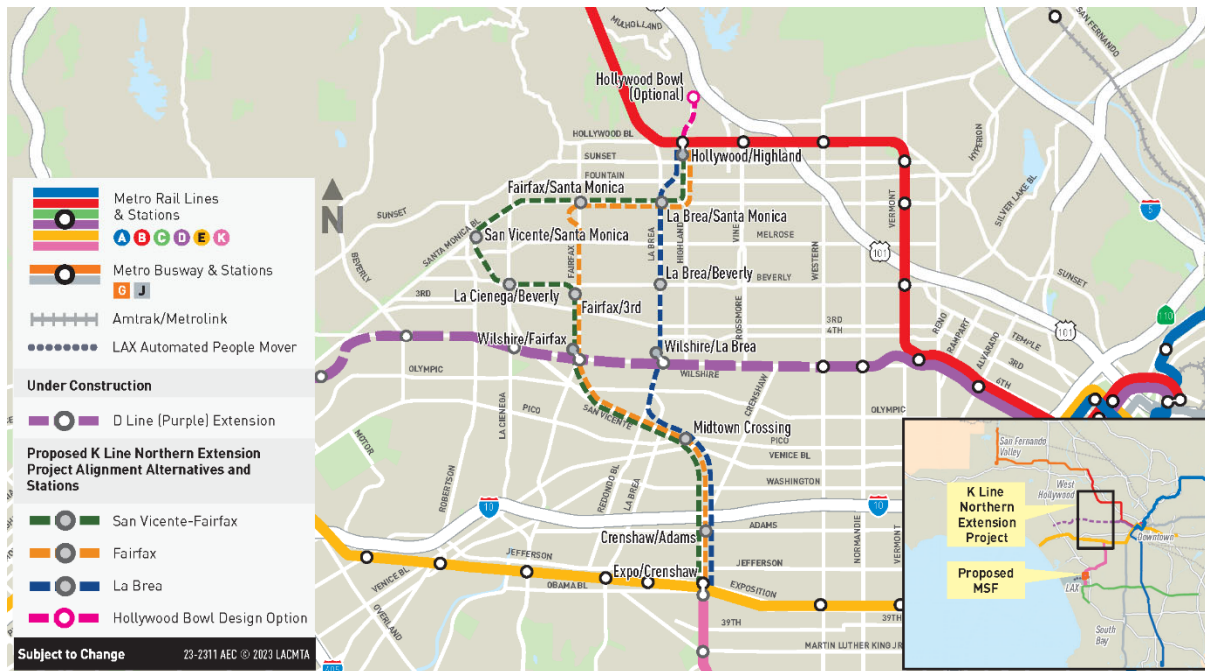
2.1 ALIGNMENT ALTERNATIVES

As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel twin-bore tunnels with some station elements at the surface, including the station entrance and ventilation structures. Due to the project length and pending funding availability, the alignment alternatives would be constructed sequentially in sections.

The alignment alternatives are as follows:

- **Alignment Alternative 1: San Vicente–Fairfax.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue before turning west under Beverly Boulevard to rejoin San Vicente Boulevard. The alignment would then turn east under Santa Monica Boulevard, and then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- **Alignment Alternative 2: Fairfax.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under Fairfax Avenue, where it would connect with the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue and turn east under Santa Monica Boulevard. The alignment would then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- **Alignment Alternative 3: La Brea.** This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under La Brea Avenue, where it would connect with the future Metro D Line Wilshire/La Brea Station. From there, it would continue north under La Brea Avenue and turn northeast north of Fountain Avenue to follow Highland Avenue to connect with the Metro B Line at the Hollywood/Highland Station.

Table 2-1 provides a summary of the characteristics of each of the alignment alternatives and Table 2-2 identifies which stations would be constructed under each alignment alternative. In total, 12 station areas are identified, including the option to extend to the Hollywood Bowl.

FIGURE 2-1. K LINE NORTHERN EXTENSION ALIGNMENT ALTERNATIVES


Source: Connect Los Angeles Partners 2023

TABLE 2-1. CHARACTERISTICS OF THE ALIGNMENT ALTERNATIVES AND DESIGN OPTION

PROJECT COMPONENTS	ALIGNMENT ALTERNATIVES			DESIGN OPTION
	1. SAN VICENTE-FAIRFAX	2. FAIRFAX	3. LA BREA	HOLLYWOOD BOWL EXTENSION
Alignment Length	9.7 miles underground	7.9 miles underground	6.2 miles underground	+ 0.8 mile underground
Stations	9 underground	7 underground	6 underground	+1 underground
Travel time from Expo/Crenshaw to Hollywood/Highland Stations	19 minutes	15 minutes	12 minutes	+2 minutes (from Hollywood/Highland)

Source: Connect Los Angeles Partners 2023

TABLE 2-2. STATIONS BY ALIGNMENT ALTERNATIVE

STATION	SAN VICENTE–FAIRFAX	FAIRFAX	LA BREA
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3 rd (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/Santa Monica (City of West Hollywood)	●		
Fairfax/Santa Monica (City of West Hollywood)	●	●	
La Brea/Santa Monica (City of West Hollywood)	●	●	●
Hollywood/Highland (City of Los Angeles)	●	●	●
Wilshire/La Brea (City of Los Angeles)			●
La Brea/Beverly (City of Los Angeles)			●
Hollywood Bowl (City of Los Angeles)	●	●	●

Source: Connect Los Angeles Partners 2023

2.2 HOLLYWOOD BOWL DESIGN OPTION

For every alignment alternative, there is one design option under consideration. The Hollywood Bowl Design Option includes an alternate terminus station at the Hollywood Bowl, north of the proposed Hollywood/Highland Station, as shown in Figure 2-2.

FIGURE 2-2. HOLLYWOOD BOWL DESIGN OPTION



Source: Connect Los Angeles Partners 2023

2.3 MAINTENANCE AND STORAGE FACILITY

An MSF would be constructed that would expand the Division 16 Maintenance Yard (Division 16), the existing MSF for the Metro K Line near LAX, as shown in Figure 2-3. The MSF would provide equipment and facilities to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles that are not in service. The MSF would be the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrators, security personnel, and other roles. If the Project is opened in sections, operation of the extended K Line from the Expo/Crenshaw Station to the Metro D Line could be accommodated within the existing Division 16 site with four new storage tracks.

FIGURE 2-3. MAINTENANCE AND STORAGE FACILITY



Source: Connect Los Angeles Partners 2023

2.4 CONSTRUCTION APPROACH

The Project would be constructed in sections that would be built sequentially, depending on available funding. The development of the Project would employ conventional construction methods, techniques, and equipment similar to other Metro projects that require underground tunneling. Detailed information on construction techniques can be found in the KNE Construction Approach Report.. Major construction activities for the Project include surveys and preconstruction, which consist of local business surveys, building and utility assessments, and site preparations; right-of-way acquisition; tunnel construction, including tunnel boring machine (TBM) excavation and segmental lining and installation; utility relocation and installation work; station, crossover, and connection box construction; MSF construction, including site grading, maintenance building construction, and storage and access track construction; street restorations, including paving and sidewalks; ventilation and emergency egress construction; systems installation and facilities, including trackbed, rail, overhead catenary system, conduit, electrical substation, and communications and signaling construction; and construction of other ancillary facilities.

The tunnels would be bored with TBMs, and the stations and track crossover boxes would be constructed via cut-and-cover methods, which entail excavating down from the ground surface and stabilizing the ground with an excavation support, then placing temporary decking surfaces above the excavation and conducting all excavation inside the supported area. The tunnel and station associated with the Hollywood Bowl Design Option would be constructed by sequential excavation method (SEM), which entails conventional mining techniques and equipment for hard rock excavation, which would reduce surface impacts.

Construction staging areas have been identified at each of the station locations, which are described and illustrated in Appendix A of the KNE Construction Approach Report. In order to construct a station, a minimum of one to two acres of construction staging sites would be needed for the duration of the station construction period. A larger construction staging site of three to four acres would be required if the site is also used to launch the TBMs and support tunneling activities. The TBM launch sites have been identified at the Midtown Crossing, San Vicente/Santa Monica, and La Brea/Santa Monica Stations. Temporary street, lane, sidewalk and bike lane closures as well as street reconfigurations will be part of construction activities. Construction and operational impacts on communities, population and housing are identified and discussed in this technical report.

CHAPTER 3 REGULATORY FRAMEWORK

3.1 FEDERAL REGULATIONS

3.1.1 RELOCATION ASSISTANCE AND COUNSELING

The Uniform Act requires the displacing agency to establish a relocation assistance advisory program that satisfies the requirements of Title VI of the Civil Rights Act of 1964 (42 United States Code [USC] 2000d et seq.), Title VIII of the Civil Rights Act of 1968 (42 USC 3601 et seq.), and Executive Order 11063 (27 Fed. Reg. 11527, November 24, 1962). The Uniform Act offers to assist in relocating those displaced to “decent, safe, and sanitary” housing that meets their needs and is within their financial means. Relocation assistance emphasizes that for comparable replacement properties in areas of minority concentration, minority persons displaced shall be given reasonable opportunity to relocate to replacement properties outside of minority-concentrated areas. Eligible persons would be assigned a relocation advisor responsible for providing current and continuing information throughout the relocation process, including:

- Explanation of eligible requirements for relocation payments and the appeal process
- Translation services to explain the relocation program to persons with limited English proficiency; Information on the availability, purchase prices, rental costs, and financing terms of comparable replacement dwellings and/or nonresidential sites
- Assurance that no one would be required to move unless at least one comparable replacement dwelling is made available
- Explanation of the eviction policies to be pursued in carrying out the project
- An address, in writing, of the specific comparable replacement dwelling used to establish the maximum replacement housing payment
- Inspection of the replacement property to ensure it meets decent, safe, and sanitary standards
- Offer transportation for all persons to inspect housing to which they are referred
- Assistance in locating and obtaining replacement property, including assistance in completing required applications and other forms
- Assistance in completing the agency’s claim forms, and if necessary, a request for a relocation assistance appeal
- Counseling advice as to other sources of benefits that may be available, such as information on federal and state housing programs, disaster loans, and other programs (e.g., Small Business Administration, U.S. Federal Housing Administration, U.S. Department of Housing and Urban Development)
- Other advisory assistance, as needed, to minimize hardship

The goal of relocation assistance and counseling is to minimize the hardship people might experience in adjusting to their relocation. For projects requiring a significant number of displacements, the establishment of a relocation office in a convenient location for displaced persons is encouraged if the district office is not easily accessible to those displaced.

3.2 STATE REGULATIONS

3.2.1 CALIFORNIA RELOCATION ACT

The provisions of the California Relocation Act apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Relocation Act seeks to (1) ensure consistent and fair treatment of owners of real property, (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in the public land acquisitions process.

Owners of private property have state constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation. A just compensation amount is measured by the “fair market value” (FMV) of the real estate property interests and rights acquired, where FMV is considered to be the:

“Highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.” (Code of Civil Procedure Section 1263.320a.)

The establishment of FMV of a property is determined by an independent appraisal opinion of the value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal.

3.2.2 RELOCATION RESOURCES

In accordance with the Uniform Act, 49 CFR Part 24; California Government Code 7260 et seq.; California Code of Regulations (CCR) 600 et seq., in the event business or residential displacement occurs because of property acquisitions, relocation resources would be provided by Metro to those displaced that meet the requirements of the guidelines described above for a displaced person. This also includes a relocation plan as required by CCR Title 25, Division 1, Chapter 6.

3.3 REGIONAL REGULATIONS

3.3.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization that oversees regional planning efforts for the six-county region consisting of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. SCAG's planning efforts focus on strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the region. Adopted in September 2020, the SCAG's Connect SoCal – 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Connect SoCal projects growth in employment, population, and households at the regional, county, city, town, and neighborhood levels. These projections consider economic and demographic trends, as well as feedback reflecting on-the-ground conditions from SCAG's jurisdictions. The impacts analysis uses these projections to establish the magnitude of impacts related to growth. The 2020 RTP/SCS goals that focus on communities and neighborhoods include the following:

- Align the plan investments and policies with improving regional economic development and competitiveness.
- Encourage land use and growth patterns that facilitate transit and active transportation.

3.3.1.1 REGIONAL HOUSING NEEDS ASSESSMENT

State law requires that all cities and counties provide a certain amount of housing to accommodate the demands of the growing population. The California Department of Housing and Community Development is responsible for determining the statewide housing need, while local governments and councils of governments determine the specific housing needs within their jurisdictions and prepare a Regional Housing Needs Assessment (RHNA). SCAG prepares the RHNA for encompassed jurisdictions, including the City of Los Angeles and City of West Hollywood. The housing needs identified for a particular city are based on four income categories: very low income, low income, moderate income, and above moderate income households. In March 2021, SCAG adopted the sixth cycle RHNA plan, which covers the planning period from October 2021 through October 2029. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. Communities use RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth.

3.4 LOCAL REGULATIONS

3.4.1 CITY OF LOS ANGELES

3.4.1.1 A GREATER LA CLIMATE ACTION FRAMEWORK- TRANSPORTATION AND LAND

The City of Los Angeles Land Use/Transportation Policy (City of Los Angeles 2016) is a joint effort of Metro and the City of Los Angeles to coordinate land use and transportation investment decisions. This policy provides the framework to guide future development around transit stations and aims to concentrate mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations, while protecting and preserving surrounding low-density neighborhoods from encroachment of incompatible uses. The plan focuses on activities that will lead to the greatest climate benefit and actions that require cross-jurisdictional and cross-sectoral partnership. Applicable policies include:

- **Goal 3:** Adopt land use patterns that channel all new growth into compact development near transit, and retrofit existing single-family suburban neighborhoods to be more walkable, bikeable, and transit-oriented.
- **Strategy 1.2:** Adopt local policies that encourage alternatives to automobile use, such as reduced subsidies and excessive on-site requirements for parking.
- **Action 1.2.2:** Remove or significantly reduce minimum parking requirements for new development.
- **Action 1.2.3:** Establish parking maximums for new development.

3.4.1.2 CITY OF LOS ANGELES GENERAL PLAN

The City of Los Angeles General Plan (City of Los Angeles 1995) serves as a blueprint for the future, prescribing policy goals and objectives to shape and guide the physical development of the city. It provides the foundational guide for planning, outlining how land is used and how the city allocates its resources. The Plan is currently divided into 11 elements that have since been individually updated. Relevant policies and objectives are found in the Framework and Housing Elements.

FRAMEWORK ELEMENT

The City of Los Angeles General Plan Framework Element (City of Los Angeles 2011) is intended to guide the city's long-range growth and development. The Framework establishes citywide planning policies regarding economic development, housing, land use, urban form, neighborhood design, transportation, infrastructure, and public services. Relevant policies are listed below:

- **Policy 3.3.1:** Accommodate projected population and employment growth, using these as the basis for the planning for and implementation of infrastructure improvements and public services.
- **Policy 3.4.1:** Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use

(integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards in accordance with the Framework Long-Range Land Use Diagram.

HOUSING ELEMENT

The Housing Element of the City of Los Angeles General Plan (City of Los Angeles 2022) identifies the City of Los Angeles' housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including: addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement, and promoting sustainability and resilience. Relevant policies to the Project are listed below:

- **Policy 1.1.9:** Develop and integrate anti-displacement strategies that further Citywide Housing Priorities into land use and planning strategies.
- **Policy 2.1.1:** Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy, and affordable housing.
- **Policy 2.1.7:** Develop localized anti-displacement strategies to accompany new transformative investments.
- **Policy 2.2.1:** Implement no net loss and affordable housing replacement requirements for California Health and Safety Code §65915I(3)(A) for affordable housing incentive program projects (Density Bonus, TOC, etc.) and projects built on any property in the Inventory of Sites (see Appendix 4.1).
- **Policy 2.2.5:** Protect communities, especially communities of color, from predatory lending, land acquisition, speculative real estate transactions, and any other practices that undermine intergenerational wealth accumulation and housing stability through outreach and education programs.
- **Policy 3.2.2:** Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas (GHG) emissions.
- **Objective 4.3:** Particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.
- **Policy 2.2.1:** Track demolitions and conversions of Rent Stabilization Ordinance (RSO) properties. Monitor rental units removed from the rental housing market. Share RSO information with the public through an RSO hotline and on the ZIMAS website.
- **Transit Oriented Communities (TOC):** Metro will implement the TOC Policy to strengthen synergies between transit and the surrounding developments to support transit benefits to all, and capture value created by transit. Implemented the Joint Development Policy, adopted in 2021, to maximize the ability to develop affordable housing on Metro-owned properties quickly and equitably, including prioritizing the development of 100 percent income-restricted

housing on sites where the need is the greatest, use local income and rent data to set rents for income-restricted units to address gentrification and displacement concerns, and giving preference to development proposals that include Community-Based Organizations and Small Business Enterprises.

3.4.1.3 PLAN FOR A HEALTHY LOS ANGELES

The Plan for a Healthy Los Angeles (City of Los Angeles 2021) acknowledges the negative health consequences of displacement, elevates community stability as a fundamental public health goal, and reaffirms the policy connections between housing and good health in the city's Housing Element. The real and perceived threat of displacement and gentrification cause stress and other serious health consequences for families and can move them away from key resources and social networks, which is a particular concern in areas undergoing rapid change due to new transit infrastructure and catalytic development. Policies relating to the Project are listed below:

- **Action P86 Displacement:** To mitigate displacement, leverage government resources (including land) to preserve the social, cultural, and economic diversity of the City. Identify and implement an array of mitigation tools that can preserve existing small businesses and affordable housing for low-income households; and create opportunities for low-income and vulnerable populations to access the benefits created by new development and investment in their neighborhoods.
- **Guiding Principle 15:** The City will respect and promote diversity through its programs and policies. Equity will be a top consideration, particularly around issues of community displacement, to make the healthy resources available to all residents.
- **Policy 1.7:** Reduce the harmful health impacts of displacement on individuals, families, and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: preserving existing housing opportunities available to low-income residents; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.

3.4.1.4 HOLLYWOOD COMMUNITY PLAN

The Hollywood Community Plan (City of Los Angeles 1988) was recently updated and adopted by the Los Angeles City Council on May 3, 2023. The Hollywood Community Plan Update (City of Los Angeles 2023) will go to the City Attorney for final review, which can take approximately six months to a year, and then final approval and adoption by the City Council. The Hollywood Community Plan Update includes revisions of goals and policies, the community plan land use map, and zoning updates of certain areas to implement the Community Plan Implementation Overlay to guide development through 2040. The updated policies encourage compact, mixed-use development in proximity to transit infrastructure and activity centers, allowing the city to conserve resources, protect existing residential neighborhoods, and improve air quality by enhancing safe, accessible transportation options. The current Hollywood Community Plan (City of Los Angeles 1988) was designed to accommodate the anticipated growth in population and employment of the community to the year 2010. The Hollywood Community Plan does not seek to promote nor to hinder growth, but accepts

the likelihood that growth will take place and must be provided for. The preservation of lower density residential areas is encouraged. The Hollywood Community Plan stipulates relevant guidelines, not limited to requirements for acreage of commercial use per 1,000 residents and limitations to population density based on the adequacy of nearby public transit options and encourages the preservation and enhancement of well-defined residential neighborhoods in Hollywood.

3.4.1.5 WEST ADAMS/BALDWIN HILLS/LEIMERT COMMUNITY PLAN

The West Adams-Baldwin Hills-Leimert Community Plan (City of Los Angeles 2016a) draws upon the City of Los Angeles General Plan Framework Element guiding principles and further articulates these at a more focused community level. The Plan endeavors to direct the enhancement of the area's distinctive neighborhoods by enabling the reconnection of residential areas to nearby commercial districts, centers, and facilities. The Plan acknowledges the link between the built environment and health, and particularly the influence that land use patterns, walkability, safety, access to transportation, and street design have on chronic diseases and health disparities. The Plan includes a specific plan and policies for the Crenshaw Corridor, which would be affected by proposed alternatives. Policies relating to the Project are listed below:

- **Policy CF9-8:** Plan and design the expansion of existing facilities and the acquisition of new sites in a manner that minimizes the displacement of housing and the relocation of the residents.
- **Policy LU7-1:** Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.
- **Policy LU43-1:** Recommend that new developments within community commercial nodes, centers and transit-oriented development areas locate required parking within structures, underground or internal to the property.
- **Policy LU54-2:** Generate construction trade jobs and additional employment opportunities within the Regional Center commercial projects.

3.4.1.6 WILSHIRE COMMUNITY PLAN

The Wilshire Community Plan (City of Los Angeles 2016b) area has a pattern of low- to medium-density residential uses interspersed with areas of higher-density residential uses. Long, narrow corridors of commercial activity can be found along major streets, including Wilshire Boulevard, Pico Boulevard, La Cienega Boulevard, Western Avenue, and Vermont Avenue. The proposed Wilshire Community Plan has three fundamental premises: 1) A general limitation of residential densities in various neighborhoods, 2) monitoring of population growth and infrastructure improvements through the City of Los Angeles' Annual Report on Growth and Infrastructure (a report that synthesizes growth and infrastructure patterns across the city), and 3) building controls put into effect for portions of the Wilshire Community until land use designations for the Wilshire Community Plan and corresponding

zoning are revised to more appropriately limit new development. The Wilshire Community Plan includes policies related to the Project, including:

- **Policy 1-3.4:** Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.
- **Policy 10-1.2:** Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.
- **Policy 12-1.4:** Promote the development of transportation facilities and services that encourage higher transit ridership and improved pedestrian and bicycle access.
- **Recreation and Park Facilities Objective 8:** Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.

3.4.2 CITY OF WEST HOLLYWOOD

3.4.2.1 GENERAL PLAN

The West Hollywood General Plan 2035 was adopted in September 2011 (City of West Hollywood 2011) and provides a future vision that informs and is implemented by the city's various ordinances, specific plans, programs, and ongoing activities. It sets overall city policy and priorities for how to use and manage its physical, social, and economic resources. In addition to the required topics, the West Hollywood General Plan 2035 addresses additional non-mandatory topics such as urban form, governance, economic development, infrastructure, social services, and arts and culture. Environmental sustainability is now woven throughout the West Hollywood General Plan, and community input was vital to the creation of its most current form.

3.4.2.2 INFRASTRUCTURE, RESOURCES, AND CONSERVATION (IRC) ELEMENT

The City of West Hollywood General Plan, Infrastructure, Resources, and Conservation Element (City of West Hollywood 2014b) are relevant to the Project. State law requires all general plans to contain a conservation element, which addresses the "conservation, development and utilization of natural resources" (California Government Code §65302[d]). Natural resources identified by statute include waters, forests, soils, wildlife, minerals, and other resources. This chapter addresses the conservation of natural resources through goals and policies. Relevant policies are listed below:

- **Policy IRC- 2.2:** Require development projects to provide a "will serve" letter or similar proof of the availability of necessary infrastructure and services by outside service providers during the permit review process.
- **Policy IRC-2.3:** Require that development projects pay for their share of the costs of improvements to water, gas, power, and other utilities that they necessitate.

- **Policy IRC-2.4:** On an ongoing basis, share information on projected growth in jobs and housing with service providers and regional agencies to ensure that there is sufficient infrastructure capacity to support future population growth in the City.
- **Policy IRC-3.1:** Allow for construction of new development only when there is sufficient water to supply that development, as determined by the service provider.

3.4.2.3 HOUSING (H) ELEMENT

The City of West Hollywood General Plan Housing Element (City of West Hollywood 2014a) provides an indication of the need for housing in the community, particularly the availability, affordability, and adequacy of housing. This Housing Element serves as a strategy to address housing needs across the economic and social spectrum of the City of West Hollywood. An aspect of the City of West Hollywood's Housing Element is to annually monitor the city's progress toward meeting the RHNA and evaluate the land availability to meet the remaining RHNA. If there is a shortfall in sites, the City of West Hollywood would identify additional sites to replenish the site inventory to fully accommodate the remaining RHNA. Policies that are applicable to the Project are listed below:

- **Policy H-1.2:** Retain and maintain existing affordable rental housing.
- **Policy H-1.3:** Work to prevent or minimize displacement of existing residents.
- **Policy H-1.4:** Encourage the replacement of multi-family housing that is demolished with housing that is affordable to a wide spectrum of households.
- **Policy H-4.1:** Encourage and provide incentives for the development of housing in mixed-use and transit-oriented developments.

3.4.2.4 EASTSIDE COMMUNITY PRIORITIES PLAN

The City of West Hollywood Eastside Community Priorities Plan (City of West Hollywood 2017) is an implementation-focused plan for the Eastside Community of West Hollywood. The Eastside Community Priorities Plan provides specific recommendations, such as physical improvements, policy changes, and programs, to improve the quality of life, enhance the identity and expand economic development in the area and touches upon relevant topics. Relevant recommendations that are applicable to the Project include:

- **Recommendation 5.1:** Continue programs that preserve existing low-cost housing, and promote new income-restricted housing.
- **Recommendation 5.5:** Ensure that code requirements support evolving needs as residents age.

3.4.2.5 CITY OF WEST HOLLYWOOD CLIMATE ACTION PLAN

The City of West Hollywood Climate Action Plan (CAP) (City of West Hollywood 2011) is designed to address climate change and reduce the community's greenhouse gas (GHG) emissions at the local level. The CAP outlines a course of action to reduce municipal and community-wide GHG emissions that contribute to climate change. CAP strategies address seven major GHG sources and recommend

actions to achieve GHG reductions through community leadership and engagement; land use and community design; transportation and mobility; energy use and efficiency; water use and efficiency; waste reduction and recycling; and green space. Policies applicable to the Project include:

- **Policy CL-1.2:** Reduce energy use in City facilities and operations.
- **Policy CL-1.3:** Reduce water use in City facilities and operations.
- **Policy T-3.2:** Expand locally managed transportation services and provide education on public transportation options.

3.4.3 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

3.4.3.1 TRANSIT ORIENTED COMMUNITIES POLICY

Metro's TOC Policy (Metro 2018) seeks to define the concept of TOCs for Metro and develop the goals and objectives of Metro's approach to enabling TOCs. Metro's TOC Policy outlines specific goals and activities and seeks to determine activities that are eligible for funding under the Measure M guidelines by Metro and by its municipal partners through Local Return as well as for other eligible sources at the federal, state, and local level. Goals and activities applicable to the Project are listed below:

- **Goal 1:** Increase transportation ridership and choice.
 - ▶ **Ridership:** Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.
 - ▶ **Transportation Options:** Leverage land use and urban design to encourage non-single-occupant vehicle transportation options both on and off Metro property through enhanced first/last-mile options, travel demand management, and seamless transit connectivity.
 - ▶ **Safety:** Work to reduce collisions and create welcoming environments for all ages, abilities, and protected classes in the planning, construction, and operation of transit-oriented community projects.
- **Goal 2:** Stabilize and enhance communities surrounding transit, including:
 - ▶ **Housing Affordability:** Prioritize development and preservation of transit-adjacent Affordable Housing.
 - ▶ **Neighborhood Stabilization:** Protect and support local residents and businesses from displacement.
 - ▶ **Sustainability:** Ensure that infrastructure investments are multi-beneficial, improving access to transit and enhancing communities' environmental resilience.
 - ▶ **Economic Vitality:** Promote sustained economic vitality directly benefiting existing communities.

- **Goal 3:** Engage organizations, jurisdictions, and the public.
 - ▶ **Community Engagement:** Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction, and operation of Metro’s transit system.
 - ▶ **Foster Partnerships:** Through planning, coordination, policy advocacy, and funding, foster relationships and partnerships with local residents and businesses, labor, municipal and institutional entities, community-based organizations, workforce development providers, the private sector, and philanthropy to realize TOC goals.
- **Goal 4:** Distribute transit benefits to all, including:
 - ▶ **Equitable Outcomes:** Ensure transportation investments and planning processes consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged, and underrepresented communities.
 - ▶ **Complete Communities:** Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable, and healthy living.
 - ▶ **Small Business:** Encourage the utilization of Small Businesses in the contracting opportunities generated by Metro’s investments.
- **Goal 5:** Capture value created by transit, including:
 - ▶ **Value Capture:** Capture increased value of properties surrounding Metro’s transit investments and re-invest that value into TOC activities.
- **Action:** Within a half-mile of a stop:
 - ▶ **Public improvements** that create stronger and safer connections to transit and improve the transit rider experience recognizing vulnerable users and their safety in design.
 - ▶ **Affordable Housing:** Programs that produce, preserve, and protect affordable housing through:
 - ▶ **Preservation or development of Affordable Housing units.**
- **Innovative anti-displacement strategies** to protect and retain Low-income Households.
 - ▶ **Small Business preservation:** Programs that support and protect Small Businesses.
 - ▶ **Neighborhood—serving Amenities:** Programs that preserve, protect and/or produce Neighborhood-serving Amenities.

3.4.3.2 EQUITY PLATFORM

Metro’s Equity Platform was adopted by the Metro Board in 2018 and is a framework that guides how the agency works to address inequities in communities and create more equitable access to opportunity by investing in communities through public transportation projects, housing, and connecting people to jobs. Metro is committed to incorporate equity into all facets of its decision-

making and budget allocation, and to engage affected communities throughout the planning process while continuously pursuing equitable outcomes.

3.4.3.3 JOINT DEVELOPMENT POLICY

Metro's Joint Development Policy was adopted by the Metro Board in June 2021 with a mandate to build as much affordable housing near transit for those who need it most as soon as possible. The new policy is organized around the central principle of "Affordable First" that aims to maximize the agency's ability to develop affordable housing on Metro-owned properties quickly and equitably. Policies applicable to the Project include the following:

- Policy B. Transportation & Access
 - ▶ Prioritize trip-generating uses on joint-development sites to allow more people to drive less and access transit more. Projects will be prioritized that include more housing units for transit riders or a greater intensity of activity.
 - ▶ Metro must retain authority over its transit facilities and services, and development shall not negatively impact existing or future public transportation facilities.
 - ▶ Maximize connections to transit facilities from and through joint-development projects, where appropriate. Projects are encouraged that provide for increased station access using buses, active transportation, and other alternative modes of travel. Projects should include provisions for effective and flexible curbside management of last-mile goods delivery and shared mobility services, such as rideshare, microtransit, carshare, and carpools, to minimize unintended consequences.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

4.1 METHODOLOGY

The purpose of this assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to communities, population, and housing.

The Communities, Population, and Housing analysis considers population, household, and employment growth that would occur with implementation of the Project. It evaluates whether the Project's associated growth can be considered substantial with respect to anticipated growth in the cities as articulated in the City of Los Angeles General Plan and the City of West Hollywood General Plan, and in comparison to regional growth projections. Specifically, population, housing, and employment impacts were analyzed by comparing the Project with growth projections for the cities from SCAG as well as the general plans. For purposes of this analysis, a "substantial increase" is considered one in which identified growth projections are exceeded.

A Resource Study Area (RSA) was defined for the analysis as a half-mile buffer surrounding each of the proposed stations for all alignment alternatives (station RSA), design option, and MSF. Within each RSA, demographic data describing existing populations, households, and employment were collected from the SCAG 2020 RTP/SCS as described in the following subsections.

The analysis of potential impacts on Equity Focused Communities (EFCs) is not a part of the CEQA environmental review and approval process as outlined in Appendix G of the CEQA Guidelines. However, demographic data specific to EFCs was collected from the United States (U.S.) Census Bureau (2021 5-year estimates) for minority (race), poverty (low-income), and zero-car households (transit-dependent) for informational purposes.

4.1.1 POPULATION, HOUSEHOLDS, AND EMPLOYMENT

Demographic information for historic and forecasted growth for population, households, and employment were collected from the State of California Employment Development Department Data Library, and at the jurisdictional level from the SCAG 2021 Local Profiles Dataset, as well as SCAG's 2020 RTP/SCS and its 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Existing demographic data for population and employment were collected from the U.S. Census Bureau 2021 American Community Fact Survey (ACS) 5-year estimates. Demographic data for existing households were collected from the SCAG 2020 RTP/SCS. A qualitative assessment of potential impacts on population, housing, and employment was conducted based on the alignment alternatives' anticipated effects to existing and projected growth within the RSA and the potential indirect effects on population, households, and employment. Additionally, the potential for direct effects on households, including potential displacement due to Project construction, is evaluated within the station RSAs.

In accordance with Metro's Equity Platform, demographic data for the EFCs surrounding the Project were collected from the U.S. Census Bureau from the 2021 ACS 5-year estimates for minority, low-income, and transit-dependent populations.

4.2 CEQA SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the Project would have a significant impact related to communities, population, and housing if it would:

- **Impact CMN-1:** Induce substantial unplanned population growth in an area, either directly (for example, by proposing new housing and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- **Impact CMN-2:** Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

CHAPTER 5 EXISTING SETTING

5.1 REGIONAL SETTING

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The SCAG 6-County Area is used to understand regional growth rates for comparison, while the Cities of Los Angeles and West Hollywood are used for actual growth rates around the Project elements. Per the SCAG 2020 RTP/SCS, Los Angeles County's population in 2016 was estimated at 10,110,000 persons and is anticipated to increase 16 percent by 2045. As shown in Table 5-1, by 2045, the cities in which the regional setting is located are anticipated to grow between 16 to 21 percent in population by 2045. As shown in Table 5-3, the number of households is anticipated to grow between 16 to 31 percent in the regional setting and by 24 percent in Los Angeles County. As shown in Table 5-5, employment growth is expected to be between 16 to 76 percent in the regional setting and 14 percent in Los Angeles County. Thus, the jurisdictions in the regional setting have varied rates of population, household, and employment growth, and there are areas with growth rates that are both greater and less than the Los Angeles County average. Historic growth trends for population, household, and employment are shown in Table 5-2, Table 5-4, and Table 5-6. Historic unemployment rates are shown in Table 5-7. Because population and housing trends occur at the regional level, the regional setting is the appropriate scale for this type of analysis.

In terms of projected growth, SCAG's RHNA for the planning years January 1, 2006, through June 30, 2014, projected a need for the construction of an additional 584 housing units within the City of West Hollywood, allocated as follows: very low-income (142 units), low-income (91 units), moderate income (99 units), and above moderate income (252 units). The 2021 SCAG 6th Cycle Final RHNA Allocation Plan cites the need for a total of 3,933 housing units, 1,755 of which would be affordable to lower-income households, to be accommodated by local plans and housing jurisdictions. Construction of new housing is not mandated by the RHNA, which is intended as a planning tool and a guide to an equitable distribution of housing.

In accordance with SCAG's 6th Cycle Final RHNA Allocation Plan, approved in March 2021, the City of Los Angeles 2021-2029 Housing Element must accommodate a total of 456,643 units, of which 184,721 units must be affordable to lower-income households. To ensure that sufficient capacity exists in the Housing Element to accommodate the RHNA throughout the planning period, the plan sets a target capacity (or buffer) that is 10 percent higher than the RHNA for lower-income units, and 15 percent higher than the RHNA for moderate-income units. This results in a target capacity for the Adequate Sites Inventory and Rezoning Program of 486,379 units.

TABLE 5-1. POPULATION GROWTH (2016-2045)

AREA	2016	2045	2020-2040 CHANGE
City of Los Angeles	3,933,800	4,771,300	21.3%
City of West Hollywood	36,700	42,600	16.1%
Los Angeles County	10,110,000	11,674,000	15.5%
SCAG 6-County Area	18,832,000	22,504,000	19.5%

Source: SCAG 2020-2045 RTP/SCS Growth Forecast

TABLE 5-2. HISTORIC POPULATION GROWTH (2010-2020)

AREA	2010	2020	2010-2020 CHANGE	ANNUAL AVERAGE CHANGE
City of Los Angeles	3,792,621	3,975,234	182,613	4.8%
City of West Hollywood	34,399	36,344	1,945	5.4%
Los Angeles County	9,818,605	10,135,614	317,009	3.2%
SCAG 6-County Area	18,051,734	18,961,889	910,155	5.0%

Source: SCAG 2021 Local Profiles Dataset

TABLE 5-3. HOUSEHOLD GROWTH (2016-2045)

AREA	2016	2045	2020-2040 CHANGE
City of Los Angeles	1,367,000	1,793,000	31.2%
City of West Hollywood	26,000	30,100	15.8%
Los Angeles County	3,319,000	4,119,000	24.1%
SCAG 6-County Area	6,012,000	7,633,000	27.0%

Source: SCAG 2020-2045 RTP/SCS Growth Forecast

TABLE 5-4. HISTORIC HOUSEHOLD GROWTH (2010-2020)

AREA	2010	2020	2010-2020 CHANGE	ANNUAL AVERAGE CHANGE
City of Los Angeles	1,316,244	1,407,755	91,511	7.0%
City of West Hollywood	22,511	23,604	1,093	4.9%
Los Angeles County	3,239,280	3,360,402	121,122	3.7%
SCAG 6-County Area	5,843,223	6,128,240	285,017	4.8%

Source: SCAG 2021 Local Profiles Dataset

TABLE 5-5. EMPLOYMENT GROWTH (2016-2045)

AREA	2016	2045	2020-2040 CHANGE
City of Los Angeles	1,848,300	2,135,900	15.6%
City of West Hollywood	21,700	38,100	75.6%
Los Angeles County	4,743,000	5,382,000	13.5%
SCAG 6-County Area	8,389,000	10,049,000	19.8%

Source: SCAG 2020-2045 RTP/SCS Growth Forecast

TABLE 5-6. HISTORIC EMPLOYMENT GROWTH (2010-2020)

AREA	2010	2020	2010-2020 CHANGE	ANNUAL AVERAGE CHANGE
City of Los Angeles	1,716,500	1,789,500	73,000	4.3%
City of West Hollywood	22,000	22,400	400	1.8%
Los Angeles County	4,318,700	4,291,700	-27,000	-0.63%
SCAG 6-County Area	7,747,800	8,021,500	273,700	3.5%

Source: State of California Employment Development Department 2022

TABLE 5-7. HISTORIC UNEMPLOYMENT RATES (2015-2020)

AREA	UNEMPLOYMENT					
	2015	2016	2017	2018	2019	2020 ¹
City of Los Angeles	7.1%	5.3%	4.8%	4.6%	4.4%	12.4%
City of West Hollywood	5.5%	6.0%	5.4%	5.2%	4.9%	13.5%
Los Angeles County	6.7%	5.3%	4.8%	4.7%	4.6%	12.8%
SCAG 6-County Area	6.4%	5.4%	4.8%	4.4%	4.3%	11.4%
United States Total	5.3%	4.9%	4.4%	3.9%	3.7%	8.1%

Source: State of California Employment Development Department 2022; Bureau of Labor Statistics 2022

¹ Unemployment rates were significantly increased in the year 2020 due to COVID-19 restrictions and job losses that were seen across the nation.

5.2 RESOURCE STUDY AREA

Demographic information presented in this section were evaluated for a half-mile area around each station (RSA, half-mile area around the Hollywood Bowl Design Option, and half-mile area around the MSF. The 2020 SCAG RTP/SCS data was used for historic and forecasted growth projections for population, housing, and employment. The U.S. Census Bureau 2021 (5-year estimates) were used for existing population, households, and employment data. As described in Section 4.1, data for EFCs was collected from the U.S. Census Bureau 2021 (5-year estimates). Notable EFCs are found within the Crenshaw/Adams, Hollywood/Highland, and Hollywood Bowl station RSAs. Table 5-8 summarizes the zoning designations and dwelling units per acre(s) for residential land uses from the general plans of the City of Los Angeles and City of West Hollywood. Existing population, households, and employment within the station RSAs for each alignment alternative are shown in Figure 5-1 through Figure 5-3.

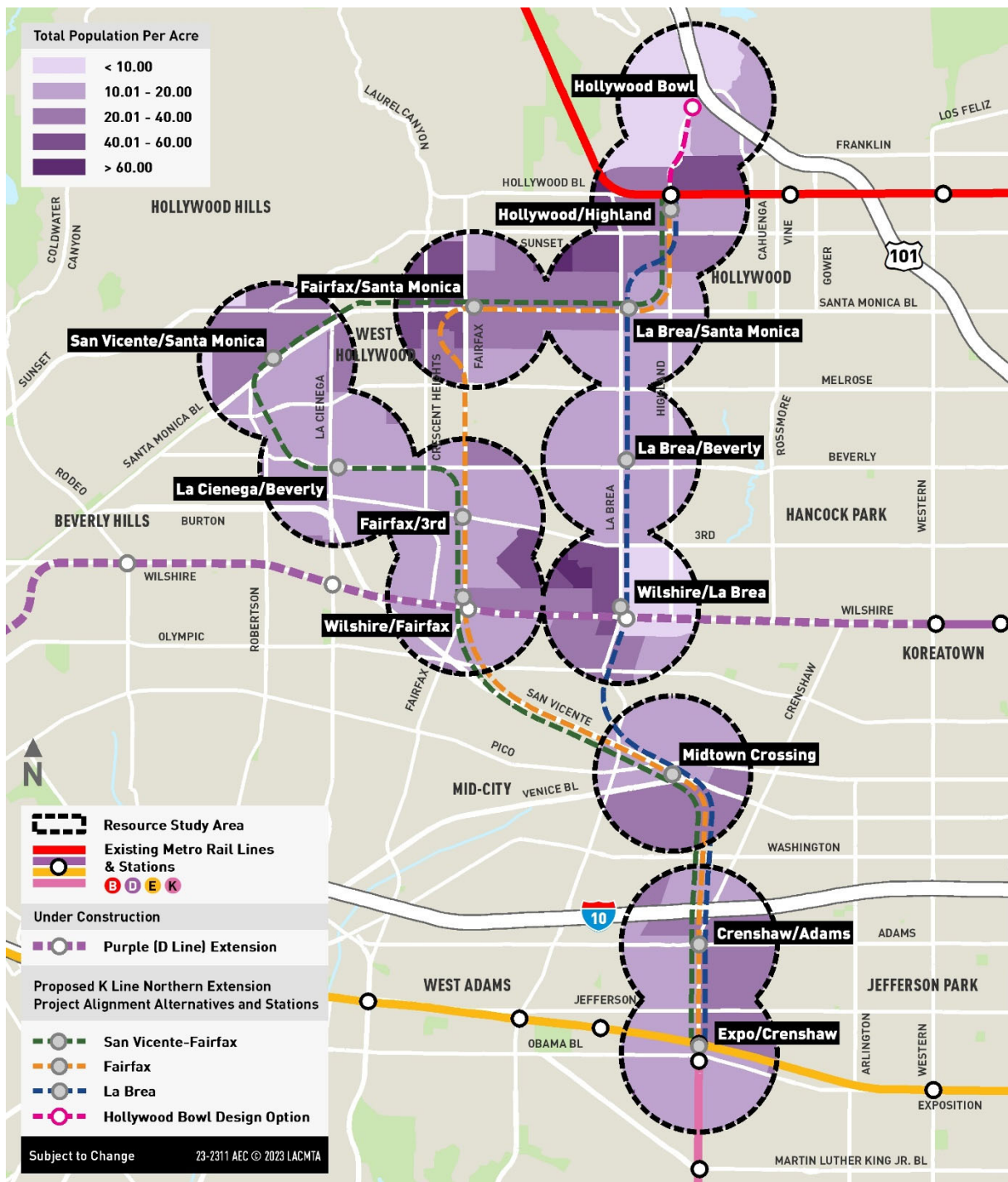
TABLE 5-8. LAND USE AND ZONING DESIGNATIONS

GENERAL LAND USE CATEGORY	DENSITY (DWELLING UNITS/ACRE)	ZONING DESIGNATION (CITY OF LOS ANGELES)	ZONING DESIGNATION (CITY OF WEST HOLLYWOOD)
RESIDENTIAL			
Single-family residential	1.1 – 12.3	R1	R1 (R1A, R1B, R1C)
Low-density Residential	12.4 – 21.7	RU, RZ2.5, RZ3, RZ4, RW1	R1 (R1A, R1B, R1C), R2
Medium-density residential	21.8 – 54.5	R2, RD1.5, RD2, RD3, RD4, RD5, RD6, RMP, RW2, R3, RAS3,	R3 (R3A, R3B, R3C, R3C-C)
High-density residential	> 54.5	R4, RAS4, R5 R2, R3	R4 (R4A, R4B)
COMMERCIAL			
Commercial	-	C1, C2	CC1, CC2, CN2, CA, CR
Public Facilities	-	-	PF
SPECIFIC PLANS / OVERLAY ZONES			
Pacific Design Center Specific Plan (Development Overlay Zoning District)	-	-	PDCSP

Notes: R = Residential, C = Commercial, PDCSP = Pacific Design Center Specific Plan

Source: City of Los Angeles 2022; City of West Hollywood 2022

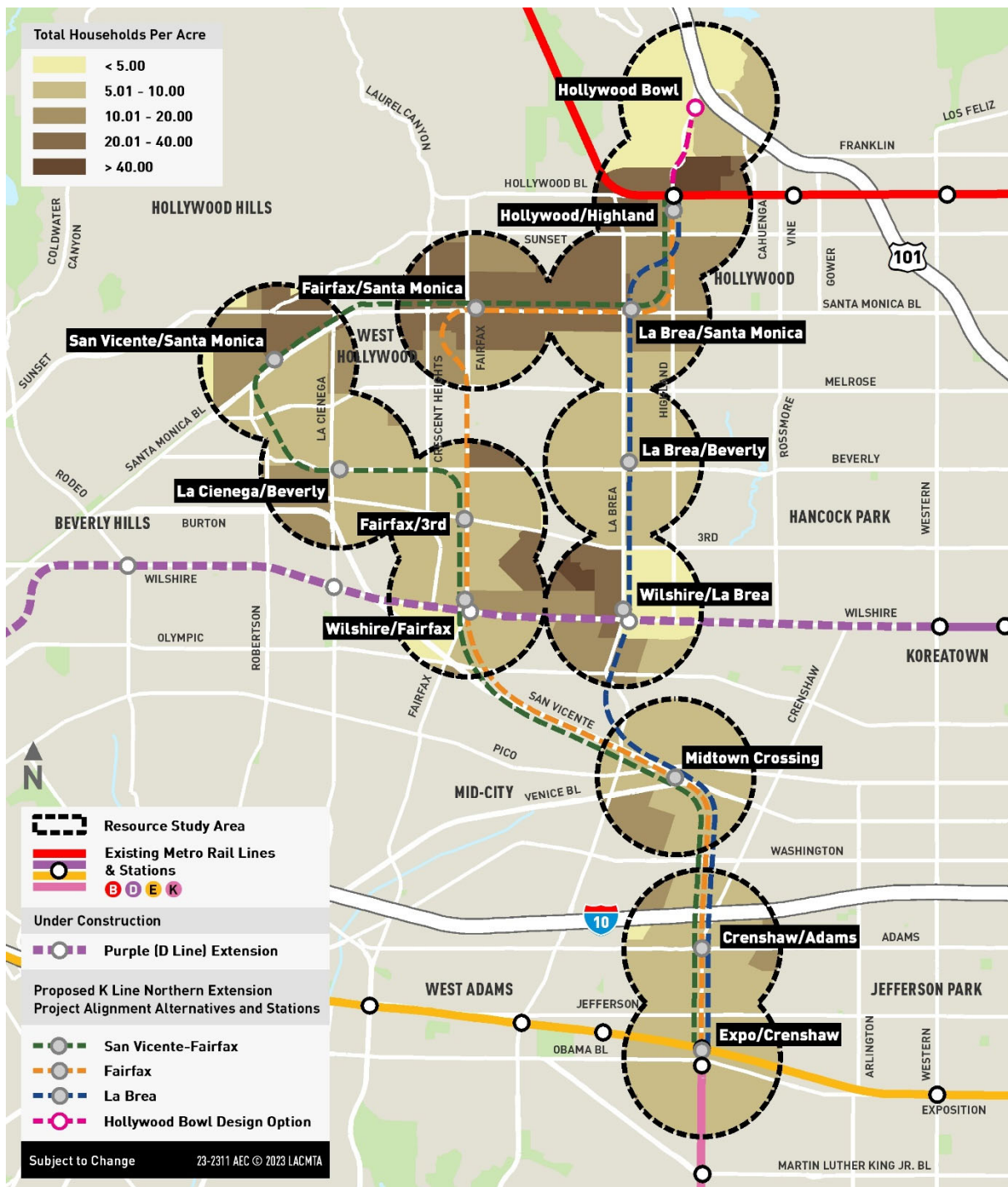
FIGURE 5-1. EXISTING POPULATION WITHIN STATION RESOURCE STUDY AREAS (2021)



Source: U.S. Census Bureau 2021

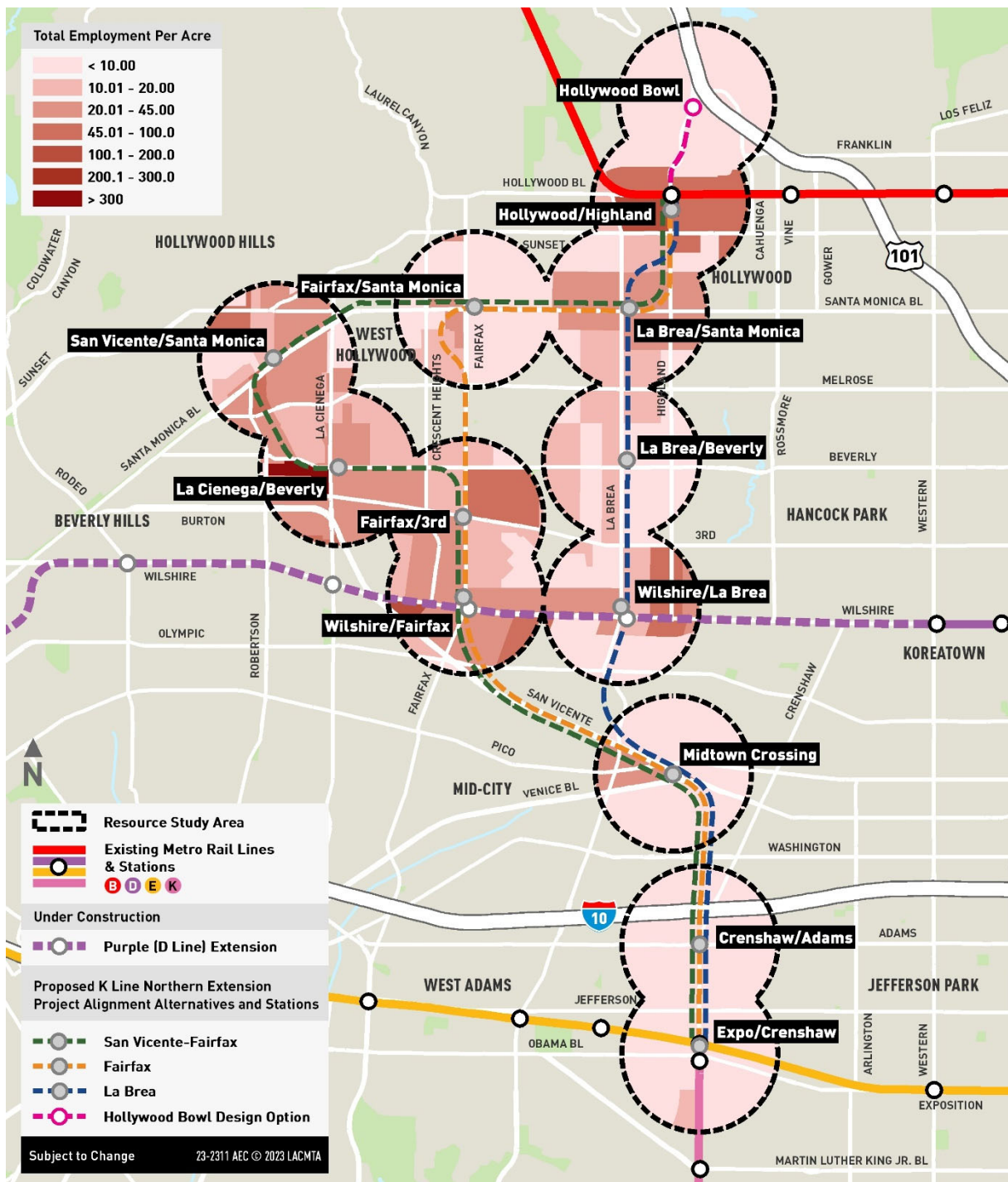


FIGURE 5-2. EXISTING HOUSEHOLDS WITHIN STATION RESOURCE STUDY AREAS (2021)



Source: U.S. Census Bureau 2021

FIGURE 5-3. EXISTING EMPLOYMENT WITHIN STATION RESOURCE STUDY AREAS (2019)



Source: SCAG RTP/SCS 2020

5.2.1 ALIGNMENTS AND STATIONS

5.2.1.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a half-mile of the proposed stations for the San Vicente–Fairfax Alignment Alternative are provided in Table 5-9. Existing demographic characteristics for each station RSA are described in the following subsections. Residential land use designations for the Cities of Los Angeles and West Hollywood are described below in this section for reference.

TABLE 5-9. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE STATION RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	HOUSEHOLD TOTAL ¹	EMPLOYMENT TOTAL
SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	10,955	4,340	8,807
Midtown Crossing Station	10,846	4,092	9,312
Wilshire/Fairfax Station	10,315	5,121	8,997
Fairfax/3 rd Station	10,410	5,074	8,868
La Cienega/Beverly Station	8,173	4,657	7,386
San Vicente/Santa Monica Station	11,129	7,178	10,609
Fairfax/Santa Monica Station	15,575	9,507	14,878
La Brea/Santa Monica Station	12,467	7,142	11,616
Hollywood/Highland Station	14,207	8,972	13,589
San Vicente–Fairfax Corridor Totals	106,546	56,836	96,001
Hollywood Bowl Design Option	5,977	3,657	5,663

Source: U.S. Census Bureau 2021; SCAG RTP/SCS 2020

¹ Household total equals the total number of household units. A housing unit may be a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters (Table ID: B25001).

EXISTING EQUITY FOCUSED COMMUNITIES

A summary of existing EFCs within station RSAs for the San Vicente–Fairfax Alignment Alternative is provided in Table 5-10 (Low-Income), Table 5-11 (Minority), and Table 5-12 (Zero-Car Households), and summarized in the following subsections.

TABLE 5-10. LOW-INCOME POPULATIONS WITHIN THE SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE					
Crenshaw/Adams Station	10,955	2,176	20%	8,779	80%
Midtown Crossing Station	10,846	1,378	13%	9,468	87%
Wilshire/Fairfax Station	10,315	1,035	10%	9,280	90%
Fairfax/3 rd Station	10,410	1,059	10%	9,351	90%
La Cienega/Beverly Station	8,173	792	10%	7381	90%
San Vicente/Santa Monica Station	11,129	1,090	10%	10,039	90%
Fairfax/Santa Monica Station	15,575	2,101	13%	13,474	87%
La Brea/Santa Monica Station	12,467	1,890	15%	10,577	85%
Hollywood/Highland Station	14,207	2,513	18%	11,694	82%
San Vicente–Fairfax Corridor Totals	104,077	14,643	14%	91,903	86%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%

Source: U.S. Census Bureau 2021

¹ Population below poverty level includes the poverty status of individuals in the past 12 months by living arrangement (Table ID: B17021).

TABLE 5-11. MINORITY POPULATIONS WITHIN THE SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE				
Crenshaw/Adams Station	10,955	7,935	72.43%	Hispanic or Latino (51%)
Midtown Crossing Station	10,846	7,072	65.20%	Hispanic or Latino (48%)
Wilshire/Fairfax Station	10,315	3,982	38.60%	Asian (20%)
Fairfax/3 rd Station	10,410	4,005	38.47%	Asian (24%)
La Cienega/Beverly Station	8,173	1,688	20.65%	Hispanic or Latino (7%)
San Vicente/Santa Monica Station	11,129	2,317	20.82%	Hispanic or Latino (9%)
Fairfax/Santa Monica Station	15,575	4,586	29.44%	Hispanic or Latino (18%)
La Brea/Santa Monica Station	12,467	3,953	31.71%	Hispanic or Latino (15%)
Hollywood/Highland Station	14,207	6,168	43.42%	Hispanic or Latino (23%)
San Vicente–Fairfax Corridor Totals	106,546	4,5148	42.37%	Hispanic or Latino (23%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)

Source: U.S. Census Bureau 2021

Notes:

¹ This category includes all responses in the 2021 U.S. Census included in the “Hispanic” or “Latino,” “Black or African American,” “American Indian or Alaska Native,” “Asian,” and “Native Hawaiian or Other Pacific Islander” race categories described above.

Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the “Some Other Race” write-in space are included in this category (Table ID: B03002).

² Includes those people who chose to provide two or more races on the U.S. Census by checking two or more race response check boxes. There are 57 possible combinations involving the race categories (Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and/or Some Other Race).

TABLE 5-12. ZERO-CAR HOUSEHOLDS WITHIN THE SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	4,340	580	13%
Midtown Crossing Station	4,092	515	13%
Wilshire/Fairfax Station	5,121	550	11%
Fairfax/3 rd Station	5,074	461	9%
La Cienega/Beverly Station	4,657	305	7%
San Vicente/Santa Monica Station	7,178	585	8%
Fairfax/Santa Monica Station	9,507	1,696	18%
La Brea/Santa Monica Station	7,142	987	14%
Hollywood/Highland Station	8,972	2,006	22%
San Vicente–Fairfax Corridor Totals	56,836	7,854	14%
Hollywood Bowl Design Option	3,656	760	21%

Source: U.S. Census Bureau 2021
Table ID: (DP04)

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station would be located at the intersection of Crenshaw Boulevard and Adams Boulevard. The station RSA is located within the West Adams District, a neighborhood recognized for its ethnic diversity and as a historic center for Black culture and community. Local retail, commercial uses, and neighborhoods comprised of single-family, low-density and medium--density residential land use characterize the station RSA. Adams Boulevard and Crenshaw Boulevard are comprised of low-density and medium-density residential land use designations. Medium-density residential parcels primarily exist to the east of the proposed portal locations, as shown in Figure 5-2. Residential designations surrounding the commercial corridors range from single-family residential primarily north of Adams Boulevard and east of Crenshaw Avenue, and medium-density residential west of Crenshaw Boulevard. Vacant and underutilized parcels are distributed across Adams Boulevard, Crenshaw Boulevard, and Jefferson Boulevard. Proximity to EFCs supports increased transit access for low-income, minority, and zero-car population. The majority of EFCs are located to the north of Adams Boulevard and east of Crenshaw Boulevard. Bus stops serve Metro lines 210 and 710 along Crenshaw Boulevard, and Metro Line 14 and a Los Angeles Department of Transportation Dash line along Adams Boulevard.

MIDTOWN CROSSING STATION

The Midtown Crossing Station would be located between two commercial shopping centers and is surrounded by low- to medium-density residential neighborhoods, as shown in Figure 5-2. The station RSA includes four major arterial streets: Pico Boulevard, Venice Boulevard, San Vicente Boulevard, and La Brea Avenue. The station would be located in the Mid-City Neighborhood Council District, within the Wilshire Community Plan Area. The station RSA also includes portions of the Olympic Park and Pico Union Neighborhood Council districts, and the West Adams-Baldwin Hills-Leimert Community Plan Area. The La Fayette Square Historic Preservation Overlay Zone is located in the southeast quadrant of the station RSA. Activity centers within the Midtown Crossing Station RSA include commercial businesses, the Queen Anne Recreational Center and park, an elementary school, and a local church. Commercial sites and corridors are surrounded by low- to medium-density residential uses. Large commercial sites, which include the Midtown Shopping Center and Midtown Crossing Shopping Center, allow high-density residential. Small and medium-sized commercial parcels lining Pico Boulevard allow high-density residential land uses along the commercial corridors of La Brea Avenue, Pico Boulevard, and West Boulevard and in the residential neighborhoods between La Brea Avenue and West Boulevard. Existing population densities are highest south of Venice Boulevard between Highland Avenue and South Rimpau Avenue. The Pico-Rimpau Transit Center serves over 10 Metro and municipal lines within the station RSA.

The Midtown Crossing Station RSA has pedestrian and cyclist obstacles due to long blocks, narrow sidewalks, swiftly moving cars, street inclines, property grading, and blank or empty street edges. The topography slopes up toward the southeast with a moderate grade change, creating challenges for pedestrians and cyclists.

WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station RSA is primarily comprised of residential land uses. Low-density residential housing accounts for 100 acres of accumulative area and is accompanied by significant portions of low-density and medium-density residential housing, as shown in Figure 5-2. High ridership bus stops are located along Wilshire Boulevard and Fairfax Avenue.

The highest-density residential land uses are concentrated along Wilshire Boulevard. Park La Brea Apartments on the east side of Fairfax Avenue, north of 6th Street, constitutes a concentration of high-density residential uses. Parcels along Orange Street, 8th Street, Orange Grove Avenue, Alandele Avenue, Olympic Boulevard, and Fairfax Avenue allow medium-density residential uses.

The Miracle Mile neighborhood includes major commercial thoroughfares such as Wilshire Boulevard and Fairfax Avenue. Museum Row on Wilshire Boulevard is a popular destination and major activity center that includes the Los Angeles County Museum of Art, the Academy Museum of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits. The proposed station is adjacent to Johnie's Coffee Shop, a site designated as a Historic-Cultural Monument by the Los Angeles Conservancy. Additionally, within the half-mile station RSA, there are two Historic Preservation Overlay Zones: Carthay Circle and Miracle Mile.

Per the Wilshire Community Plan, which this station RSA falls within the jurisdiction of, the Wilshire area is one of the most ethnically and economically diverse areas in the City of Los Angeles (City of Los Angeles 2001). A multitude of cultures, ethnicities, and activities together define this diverse area of Los Angeles. Within the half-mile Wilshire/Fairfax Station RSA, Fairfax Avenue traverses through Little Ethiopia, Carthay Circle, Museum Row, and historically Orthodox Jewish communities. Socioeconomic diversity ranging affluent residential districts to first-generation immigrant neighborhoods create a dynamic social pattern for community interaction.

FAIRFAX/3RD STATION

The Fairfax/3rd Station would be located in the Mid-City West Neighborhood Council District, within the Wilshire Community Plan Area. The presence of historic buildings, popular attractions, and recent or proposed development create some limitations for portal siting. The Park La Brea Apartments, a high-density residential neighborhood on Fairfax Boulevard and 3rd Avenue, contributes to the high-density residential nature of the station RSA. Parcels along Blackburn Avenue and Hayworth Avenue allow medium to high-density residential, as shown in Figure 5-2. Most parcels along Fairfax Avenue, 3rd Street, and Beverly Boulevard in the station RSA allow high-density residential, indicating potential for more residents in proximity to a future station. While parcels east of Fairfax Avenue between 3rd Street and Beverly Boulevard allow high-density residential uses, current uses are entirely commercial.

The Original Farmers Market and The Grove Shopping Center are major destinations that attract approximately 20 million combined annual visitors and are adjacent to the Fairfax/3rd Station RSA. According to the Television City 2050 Project Initial Study (2022), CBS Broadcasting Inc. Television City, which is about a quarter-mile north of the proposed Fairfax/3rd Station, is projected to employ approximately 7,000 people by 2043, constituting another major activity center in the region. Located east of the proposed station is Pan Pacific Park, a regionally serving open space with recreation facilities. The proposed station RSA also contains the home to Los Angeles' Orthodox Jewish community described in the Wilshire Community Plan (City of Los Angeles 2016b).

LA CIENEGA/BEVERLY STATION

The La Cienega/Beverly Station would provide access to the Cedars-Sinai Medical Center, one of the largest employers in Los Angeles County, and to supporting medical offices and facilities. Annually, the regional medical center sees 944,000 outpatient visits, 91,000 emergency visits, and has 14,000 full-time staff and 3,500 active volunteers (Cedars-Sinai 2022). The proposed station would also provide access to the Beverly Center and Beverly Connection shopping centers. A concentration of medium-density residential parcels exists within the station RSA. Parcels with higher allowed densities exist south of Beverly Boulevard and along the La Cienega Boulevard corridor, as shown in Figure 5-2. A majority of the parcels are occupied by commercial and commercial-regional land uses, including the Beverly Center, Beverly Connection, and Cedars-Sinai Medical Center.

The station RSA is located on the border between the City of Los Angeles Wilshire Community Plan district and the City of West Hollywood Eastside Community area. The Eastside Community area is historically known for its Russian-speaking population and for the concentration of small businesses existing there. In recent years demographics have shifted as Russian-speaking populations declined.

The lesbian, gay, bisexual, transgender, and queer (LGBTQ) community accounts for approximately one-third of all residents of the City of West Hollywood (City of West Hollywood 2017), thus contributing to the community demographics of the station RSA.

SAN VICENTE/SANTA MONICA STATION

The San Vicente/Santa Monica Station RSA would be located in the City of West Hollywood and includes major destinations such as the Santa Monica Boulevard West entertainment district (Rainbow District), the Melrose Avenue commercial corridor to the south, the Sunset Strip to the north, and the Pacific Design Center to the southeast. The proposed station would provide direct access to the Rainbow District, with potential portal siting on the Santa Monica Boulevard corridor. The area surrounding the proposed San Vicente/Santa Monica Station often hosts large regional events, such as the annual City of West Hollywood Pride Parade and Halloween Carnaval. The proposed station is surrounded by dense residential uses. The highest residential density is seen north of the station RSA, as shown in Figure 5-2. Along the Santa Monica Boulevard corridor, the primary designation is commercial land use (City of West Hollywood 2011). Per the City of West Hollywood General Plan, there is a concentration of single-family residential neighborhoods in the northwestern and southern regions of the proposed station RSA. West Hollywood is an active city, representing a variety of cultures and social groups, including the LGBTQ community, Russian-speaking communities, artists, young professionals, families, and seniors. Annual street festivals, nightlife, and social networks in West Hollywood contribute to the city's active LGBTQ community, which accounts for approximately one-third of all residents who identify as LGBTQ (City of West Hollywood 2017).

FAIRFAX/SANTA MONICA STATION

The Fairfax/Santa Monica Station would provide access to the Santa Monica commercial corridor and nearby Melrose Trading Post in the Santa Monica/Fairfax Transit District in West Hollywood. The half-mile buffer intersects the Hollywood Community Plan area in both the north and the south. The proposed station RSA serves mostly residential uses, with neighborhood-oriented commercial and retail along Santa Monica Boulevard and Fairfax Avenue and the Melrose Avenue retail corridor to the south. As shown in Figure 5-2, the proposed station RSA contains multiple densities, including medium-high densities in the northwest quadrant and low-to-medium-densities in the east, and captures multiple West Hollywood 6th Cycle Housing Element Opportunity Sites to support affordable housing, particularly along Santa Monica Boulevard. The intersection serves a Whole Foods Market on Santa Monica Boulevard, commercial uses along both major corridors, and surrounding residential areas.

As described in the San Vicente/Santa Monica Station, the LGBTQ community has played a formative role in West Hollywood's history. The station RSA neighbors the West Hollywood Rainbow District, home to festivals, creative commercial spaces, and nightlife.

LA BREA/SANTA MONICA STATION

The La Brea Avenue and Santa Monica Boulevard corridors are characterized by Commercial Arterial uses (City of West Hollywood) and Neighborhood Office Commercial uses (City of Los Angeles). The La Brea/Santa Monica Station would provide access to these major commercial corridors and to local

community features. Notable community features within the station RSA include the West Hollywood Gateway shopping center, Plummer Park, Poinsettia Recreation Center, Sycamore District, the American Academy of Dramatic Arts, elementary schools, and synagogues. A wide variety of densities occur within the half-mile radius from the proposed station, ranging from very high allowed densities in the southeast to moderate and low-densities in the northwest, as shown in Figure 5-2. Higher allowed densities occur east of La Brea Avenue in the City of Los Angeles.

The demographics surrounding the station are characterized in part by the Russian-speaking and LGBTQ communities of eastern West Hollywood, as well as by family units throughout the area. Transit stops at this intersection serve surrounding commercial, residential, and retail land uses.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is located within an iconic tourist district and surrounded by dense residential neighborhoods. The station RSA falls within the jurisdiction of the Hollywood Community Plan. The intersection of Hollywood Boulevard and Highland Avenue includes major destinations such as the Dolby Theatre, the TCL Chinese Theatre, the Hollywood Museum, and the Hollywood Walk of Fame. Also within the station RSA are Hollywood High School, religious centers, and historic structures such as the Hollywood Roosevelt Hotel. High-density residential exists throughout the majority of the station RSA, primarily concentrated between Franklin Avenue and Sunset Boulevard east of La Brea Avenue, as shown in Figure 5-2. A separate Tourism District Overlay Zone, created by the local Property-Based Business Improvement District, is also located within the station RSA.

There is a small concentration of EFCs west of La Brea Avenue between Sunset Boulevard and Hollywood Boulevard. The proximity of the proposed station to EFCs supports increased transit access for low-income, minority, and zero-car populations. High traffic volumes and the overall activity in the area can pose challenges for pedestrians; however, the area is generally pedestrian-friendly with designated crosswalks and signs at all major intersections, and pedestrian street lighting located along the commercial corridor on Hollywood Boulevard. The Hollywood/Highland Station would be located in an area that encourages future first/last-mile enhancements to pedestrian and bicycle access, wayfinding and signage, and barriers that protect bicyclists from vehicles.

5.2.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a half-mile of the proposed stations for the Fairfax Alignment Alternative is provided in Table 5-13. Existing demographic characteristics for each station RSA are described in the following subsections.

**TABLE 5-13. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE FAIRFAX ALIGNMENT
ALTERNATIVE RESOURCE STUDY AREA**

ALTERNATIVE/STATION NAME	POPULATION TOTAL	HOUSEHOLD TOTAL ¹	EMPLOYMENT TOTAL
FAIRFAX ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	10,955	4,340	8,807
Midtown Crossing Station	10,846	4,092	9,312
Wilshire/Fairfax Station	10,315	5,121	8,997
Fairfax/3 rd Station	10,410	5,074	8,868
Fairfax/Santa Monica Station	15,575	9,507	14,878
La Brea/Santa Monica Station	12,467	7,142	11,616
Hollywood/Highland Station	14,207	8,972	13,589
Station Totals	88,483	45,735	79,189
Hollywood Bowl Design Option	5,977	3,656	5,663

Source: U.S. Census Bureau 2021; SCAG RTP/SCS 2020

¹ Household total equals the total number of household units. A housing unit may be a house, an apartment, a mobile home, a group of rooms or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters (Table ID: B25001).

EXISTING EQUITY FOCUSED COMMUNITIES

A summary of EFCs within a half-mile of the proposed stations for the Fairfax Alignment Alternative is provided in Table 5-14 (low-income), Table 5-15 (Minority), and Table 5-16 (Zero-Car Households). Existing demographic characteristics for each station RSA are described in the following subsections.

**TABLE 5-14. LOW-INCOME POPULATIONS WITHIN THE FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY
AREA**

ALTERNATIVE/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
FAIRFAX ALIGNMENT ALTERNATIVE					
Crenshaw/Adams Station	10,955	2,176	20%	8,779	80%
Midtown Crossing Station	10,846	1,378	13%	9,468	87%
Wilshire/Fairfax Station	10,315	1,035	10%	9,280	90%
Fairfax/3 rd Station	10,410	1,059	10%	9,351	90%
Fairfax/Santa Monica Station	15,575	2,101	13%	13,474	87%
La Brea/Santa Monica Station	12,467	1,890	15%	10,577	85%
Hollywood/Highland Station	14,207	2,513	18%	11,694	82%
Station Totals	88,483	12,893	15%	75,590	85%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%

Source: U.S. Census Bureau 2021

¹ Population below poverty level includes the poverty status of individuals in the past 12 months by living arrangement (Table ID: B17021).

TABLE 5-15. MINORITY POPULATIONS WITHIN THE FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
FAIRFAX ALIGNMENT ALTERNATIVE				
Crenshaw/Adams Station	10,955	7,935	72.43%	Hispanic or Latino (51%)
Midtown Crossing Station	10,846	7,072	65.20%	Hispanic or Latino (48%)
Wilshire/Fairfax Station	10,315	3,982	38.60%	Asian (20%)
Fairfax/3 rd Station	10,410	4,005	38.47%	Asian (24%)
Fairfax/Santa Monica Station	15,575	4,586	29.44%	Hispanic or Latino (18%)
La Brea/Santa Monica Station	12,467	3,953	31.71%	Hispanic or Latino (15%)
Hollywood/Highland Station	14,207	6,168	43.42%	Hispanic or Latino (23%)
Station Totals	88,483	41,369	46.75%	Hispanic or Latino (26%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)

Source: U.S. Census Bureau 2021

¹ This category includes all responses in the 2021 U.S. Census included in the "Hispanic" or "Latino", "Black or African American," "American Indian or Alaska Native," "Asian," and "Native Hawaiian or Other Pacific Islander" race categories. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the "Some Other Race" write-in space are included in this category (Table ID: B03002).

² Includes those people who chose to provide two or more races on the U.S. Census by checking two or more race response check boxes. There are 57 possible combinations involving the race categories (Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and/or Some Other Race).

TABLE 5-16. ZERO-CAR HOUSEHOLDS WITHIN THE FAIRFAX ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
FAIRFAX ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	4,340	580	13%
Midtown Crossing Station	4,092	515	13%
Wilshire/Fairfax Station	5,121	550	11%
Fairfax/3 rd Station	5,074	461	9%
Fairfax/Santa Monica Station	9,507	1,696	18%
La Brea/Santa Monica Station	7,142	987	14%
Hollywood/Highland Station	8,972	2,006	22%
Station Totals	45,735	7,016	15%
Hollywood Bowl Design Option	3,656	760	21%

Source: U.S. Census Bureau 2021

Table ID: (DP04)

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

MIDTOWN CROSSING STATION

The Midtown Crossing Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

FAIRFAX/3RD STATION

The Fairfax/3rd Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

FAIRFAX/SANTA MONICA STATION

The Fairfax/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

LA BREA/SANTA MONICA STATION

The La Brea/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

5.2.1.3 ALIGNMENT ALTERNATIVE 3: LA BREA

EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a half-mile of the proposed stations for the La Brea Alignment Alternative is provided in Table 5-17. Existing demographic characteristics for each station RSA are described in the following subsections.

TABLE 5-17. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE LA BREA ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	HOUSEHOLD TOTAL ¹	EMPLOYMENT TOTAL
LA BREA ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	10,955	4,340	8,807
Midtown Crossing Station	10,846	4,092	9,312
Wilshire/La Brea Station	12,361	6,615	10,798
La Brea/Beverly Station	7,323	3,046	5,801
La Brea/Santa Monica Station	13,590	7,849	12,712
Hollywood/Highland Station	14,207	8,972	13,589
Station Totals	76,609	38,024	67,127
Hollywood Bowl Design Option	5,977	3,656	5,663

Source: U.S. Census Bureau 2021; SCAG RTP/SCS 2020

¹ Household total equals the total number of household units. A housing unit may be a house, an apartment, a mobile home, a group of rooms or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters (Table ID: B25001).

EXISTING EQUITY FOCUSED COMMUNITIES

A summary of EFCs within a half-mile of the proposed stations for the Fairfax Alignment Alternative is provided in Table 5-18 (Low-Income), Table 5-19 (Minority), and Table 5-20 (Zero-Car Households). Existing demographic characteristics for each station RSA are described in the following subsections.

TABLE 5-18. LOW-INCOME POPULATIONS WITHIN THE LA BREA ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
LA BREA ALIGNMENT ALTERNATIVE					
Crenshaw/Adams Station	10,955	2,176	20%	8,779	80%
Midtown Crossing Station	10,846	1,378	13%	9,468	87%
Wilshire/La Brea Station	12,361	15,93	13%	10,768	87%
La Brea/Beverly Station	7,323	383	5%	6,940	95%
La Brea/Santa Monica Station	13,590	2,006	15%	11,584	85%
Hollywood/Highland Station	14,207	2,513	18%	11,694	82%
Station Totals	76,609	11,155	15%	65,454	85%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%

Source: U.S. Census Bureau 2021

¹ Population below poverty level includes the poverty status of individuals in the past 12 months by living arrangement (Table ID: B17021).

TABLE 5-19. MINORITY POPULATIONS WITHIN THE LA BREA ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
LA BREA ALIGNMENT ALTERNATIVE				
Crenshaw/Adams Station	10,955	7,935	72.43%	Hispanic or Latino (51%)
Midtown Crossing Station	10,846	7,072	65.20%	Hispanic or Latino (48%)
Wilshire/La Brea Station	12,361	5,245	42.43%	Asian (21%)
La Brea/Beverly Station	7,323	1,058	14.45%	Hispanic or Latino (8%)
La Brea/Santa Monica Station	12,467	3,953	31.71%	Hispanic or Latino (15%)
Hollywood/Highland Station	14,207	6,168	43.42%	Hispanic or Latino (23%)
Station Totals	76,609	37,032	48.34%	Hispanic or Latino (27%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)

Source: U.S. Census Bureau 2021

¹ This category includes all responses in the 2021 U.S. Census included in the “Hispanic or Latino,” “Black or African American,” “American Indian or Alaska Native,” “Asian,” and “Native Hawaiian or Other Pacific Islander” race categories. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the “Some Other Race” write-in space are included in this category (Table ID: B03002).

² Includes those people who chose to provide two or more races on the U.S. Census by checking two or more race response check boxes. There are 57 possible combinations involving the race categories (Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and/or Some Other Race).

TABLE 5-20. ZERO-CAR HOUSEHOLDS WITHIN THE LA BREA ALIGNMENT ALTERNATIVE RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
LA BREA ALIGNMENT ALTERNATIVE			
Crenshaw/Adams Station	4,340	580	13%
Midtown Crossing Station	4,092	515	13%
Wilshire/La Brea Station	6,615	541	8%
La Brea/Beverly Station	3,046	201	7%
La Brea/Santa Monica Station	7,849	1,079	14%
Hollywood/Highland Station	8,972	2,006	22%
Station Totals	38,024	5,313	14%
Hollywood Bowl Design Option	3,656	760	21%

Source: U.S. Census Bureau 2021

Table ID: (DP04)

CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

MIDTOWN CROSSING STATION

The Midtown Crossing Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

WILSHIRE/LA BREA STATION

The Wilshire/La Brea Station would be located at the intersection of two prominent commercial corridors and surrounded by neighborhoods of low and medium-density housing. Land uses within the station RSA include single and multifamily residential, retail, offices, and other general commercial. A large number of residential properties within the station RSA contribute to locally recognized historic districts. High-density residential land uses are concentrated in the multifamily neighborhoods northwest of the intersection of Wilshire Boulevard and La Brea Avenue and along the Wilshire Boulevard corridor. High-density residential land uses are also allowed west of La Brea Avenue between Wilshire Boulevard and 8th Street, as shown in Figure 5-2.

The proposed Wilshire/La Brea Station would be located within the Wilshire Community Plan area (City of Los Angeles 2001). The Wilshire area is one of the most ethnically and economically diverse areas in the City of Los Angeles, consisting of ethnically integrated historic neighborhoods. The Korean Cultural Center is a community center dedicated to celebrating Korean culture and heritage, located within the station RSA. The community center speaks to the thriving Korean community in the City of Los Angeles and is just one culturally significant feature located within the station RSA evidencing the overall diversity and cohesiveness of the surrounding community.

LA BREA/BEVERLY STATION

The La Brea/Beverly Station would be located at the intersection of two low-intensity commercial corridors and surrounded by neighborhoods of primarily low-density housing. It falls between the Wilshire and Hollywood community areas of Los Angeles. A majority of residential properties within the station RSA contribute to locally recognized historic districts. As shown in Figure 5-2, all parcels along La Brea Avenue, Melrose Avenue, and Beverly Boulevard west of La Brea Avenue in the station RSA allow high-density residential, indicating the potential for more residents in close proximity to the proposed station. Parcels along Sycamore Avenue allow medium-density residential, also indicating some potential for more residents in close proximity to the proposed station. The station RSA is located within a historically Jewish community that contains several important centers servicing the Jewish populations of Los Angeles, including synagogues and Jewish day schools, or *yeshivas*.

LA BREA/SANTA MONICA STATION

The La Brea/Santa Monica Station is discussed above in Section 5.2.1.1 for the San Vicente–Fairfax Alignment Alternative.

HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is discussed above in the Section 5.2.1.1 for San Vicente–Fairfax Alignment Alternative.

5.2.2 HOLLYWOOD BOWL DESIGN OPTION

5.2.2.1 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option would be located in the Hollywood Hills neighborhood and would be surrounded by the Los Angeles County-owned Hollywood Bowl facilities and residential neighborhoods consisting of low-to-medium-density housing. The Hollywood Bowl Design Option station RSA is largely surrounded by low-density residential uses and Public Facilities land, including the Ford Theater, the Hollywood Heritage Museum, public parklands, and the Hollywood Bowl, a 17,500-seat venue with approximately 80 annual events and 800,000 annual visitors; very few commercial uses are north of Franklin Avenue. Highland Avenue is surrounded by low and medium-density residential designations, as shown in Figure 5-2. Residential designations surrounding the station range from low-density to high-density south of Franklin Avenue. All EFCs in the Hollywood Bowl Design Option station RSA are located east of Highland Avenue and south of Franklin Avenue; however, these communities are in closer proximity to the Hollywood/Highland Station.

5.2.3 MAINTENANCE AND STORAGE FACILITY

5.2.3.1 EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

The Project would require an MSF capable of supporting full-service maintenance of the Project equipment and vehicles. Table 5-21 shows the existing population, household, and employment demographic estimates for the MSF. As shown in Table 5-1, Table 5-3, and Table 5-5 in Section 5.1, population, household and employment are estimated to increase approximately 21 percent (population), 31 percent (household), and 16 percent (employment) between 2020 and 2040 in the City of Los Angeles. Figure 5-4 through Figure 5-6 illustrate existing population, household, and employment within the MSF RSA.

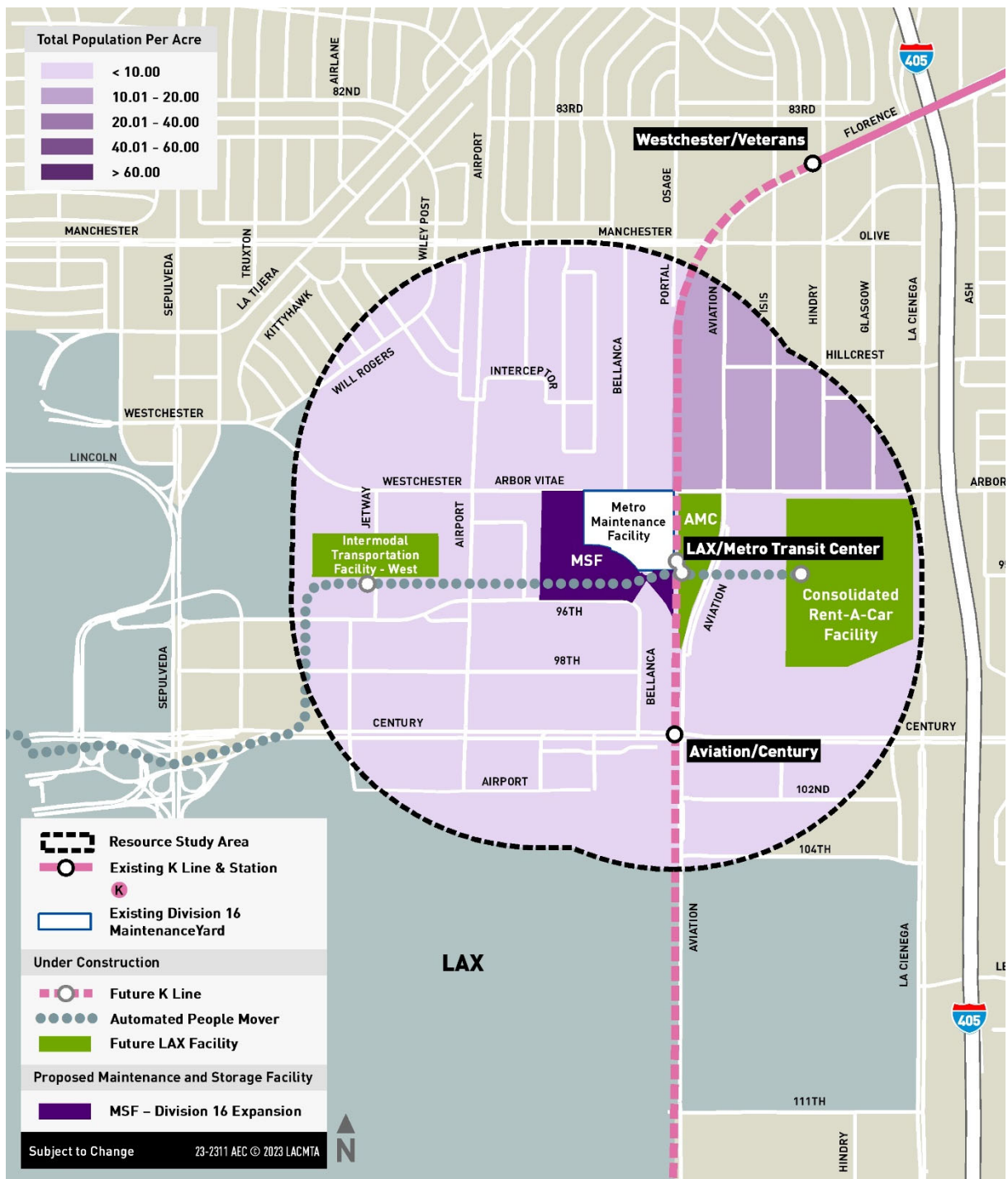
TABLE 5-21. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN MSF RESOURCE STUDY AREA

PROPOSED MSF	POPULATION TOTAL	HOUSEHOLD TOTAL ¹	EMPLOYMENT TOTAL
MSF	3,511	1,428	2,908

Source: U.S. Census Bureau 2021; SCAG RTP/SCS 2020

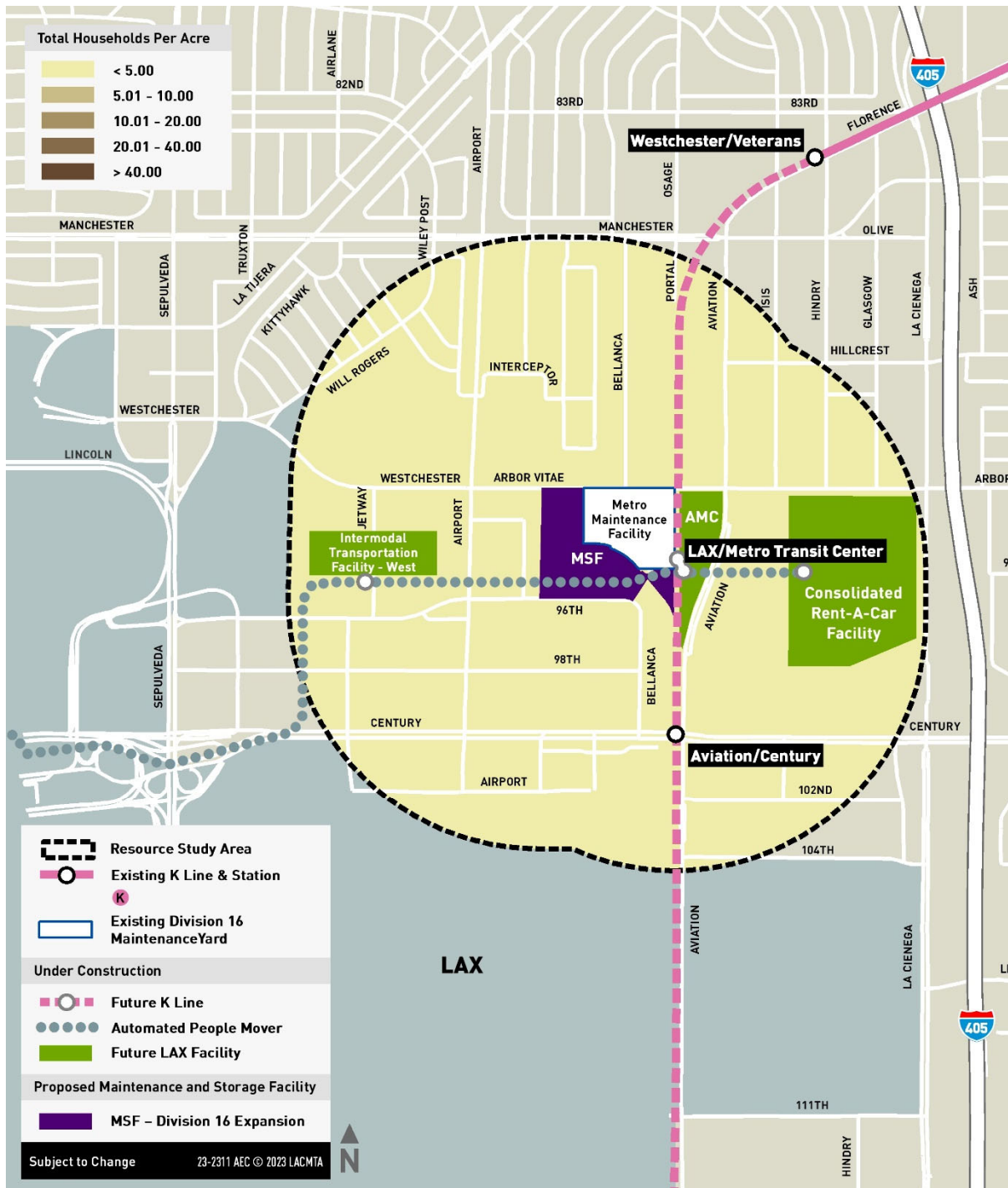
¹ Household total equals the total number of household units. A housing unit may be a house, an apartment, a mobile home, a group of rooms or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters (Table ID: B25001).

FIGURE 5-4. EXISTING POPULATION WITHIN MSF RESOURCE STUDY AREA



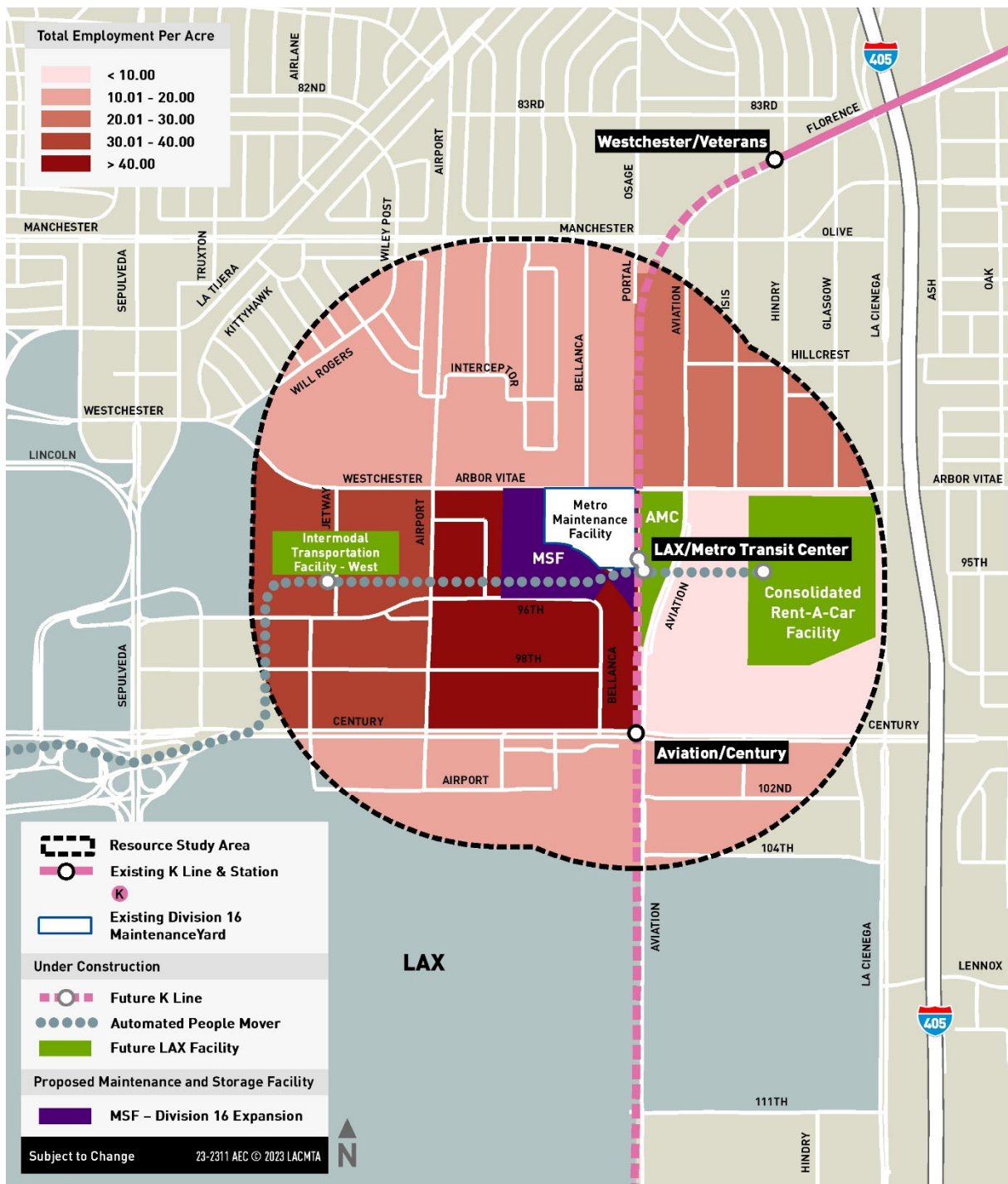
Source: U.S. Census Bureau 2021

FIGURE 5-5. EXISTING HOUSEHOLDS WITHIN MSF RESOURCE STUDY AREA



Source: U.S. Census Bureau 2021

FIGURE 5-6. EXISTING EMPLOYMENT WITHIN MSF RESOURCE STUDY AREA



Source: SCAG RTP/SCS 2020

5.2.3.2 EXISTING EQUITY FOCUSED COMMUNITIES

A summary of EFCs within a half-mile of the proposed MSF is provided in Table 5-22 (low-Income), Table 5-23 (Minority), and Table 5-24 (Zero-Car Households). Existing demographic characteristics for each station RSA are described in the following subsections.

TABLE 5-22. LOW-INCOME POPULATIONS WITHIN MSF RESOURCE STUDY AREA

PROPOSED MSF	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
MSF	3,511	605	17%	2,906	83%

Source: U.S. Census Bureau 2021

¹ Population below poverty level includes the poverty status of individuals in the past 12 months by living arrangement (Table ID: B17021).

TABLE 5-23. MINORITY POPULATIONS WITHIN MSF RESOURCE STUDY AREA

PROPOSED MSF	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
MSF	3,511	2,182	62.15%	Hispanic or Latino (38%)

Source: U.S. Census Bureau 2021

Notes:

¹ This category includes all responses in the 2021 U.S. Census included in the “Hispanic or Latino,” “Black or African American,” “American Indian or Alaska Native,” “Asian,” and “Native Hawaiian or Other Pacific Islander” race categories. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the “Some Other Race” write-in space are included in this category (Table ID: B03002).

² Includes those people who chose to provide two or more races on the U.S. Census by checking two or more race response check boxes. There are 57 possible combinations involving the race categories (Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and/or Some Other Race).

TABLE 5-24. ZERO-CAR HOUSEHOLDS WITHIN MSF RESOURCE STUDY AREA

ALTERNATIVE/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
MSF	1,428	161	11%

Source: U.S. Census Bureau 2021

5.2.3.3 MSF

The proposed MSF would be located between Arbor Vitae Street, 96th Street, Portal Avenue, and Airport Boulevard adjacent to the existing Division 16 that services operations from the K Line. As shown in Table 5-21, existing population within a half-mile of the proposed MSF is approximately 3,511; the employment total is 2,908; and household total is 1,428. Hispanic or Latino populations comprise approximately 38 percent of the RSA's total population compared to the total minority population (62 percent); 17 percent of persons are living below the poverty level; and 11 percent of households do not own or have access to an automobile.

CHAPTER 6 IMPACTS AND MITIGATION MEASURES

6.1 IMPACT ANALYSIS

This section presents the evaluation of impacts related to communities, population, and housing, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. Table 6-1 in Section 6.1.3 provides a summary of the impact conclusion.

Project measures are design features, best management practices, or other commitments that Metro implements as part of all alignment alternatives and stations, the design option, and the MSF to reduce or avoid environmental effects associated with the Project. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact's significance level. Where applicable, project measures are identified here as part of the evaluation of environmental impacts in this chapter. There are no project measures specific to communities, population, or housing resources that have been identified to date.

The impacts analysis is specific for each alignment alternative, the design option, and the MSF and is divided into construction and operational impacts. The construction impacts sections describe temporary, direct, or indirect impacts limited to the duration of the construction phase of the Project. The operational sections describe permanent, long-term direct or indirect impacts of the Project.

6.1.1 IMPACT CMN-1: UNPLANNED POPULATION GROWTH

Impact CMN-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new housing and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

6.1.1.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the San Vicente–Fairfax Alignment Alternative would result in new temporary employment opportunities; however, most workers would likely come from the existing large labor pool within the greater Los Angeles region, who would not need to relocate to the RSA. As a result, growth projections identified in the 2020 RTP/SCS plan would not be exceeded. Therefore, construction activities associated with the San Vicente–Fairfax Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the San Vicente–Fairfax Alignment Alternative would not result in substantial changes to existing populations in the station RSA. The San Vicente–Fairfax Alignment Alternative would not include development of new housing or businesses that would directly induce population growth. However, operation of the San Vicente–Fairfax Alignment Alternative could indirectly

affect growth and development in the station RSAs by enhancing transit connections that could make station areas more desirable locations for residences and businesses, encouraging growth and economic development in the surrounding communities. As shown in Table 7-1 in Chapter 7 of this report, total population growth within a half-mile of the proposed stations is anticipated to increase approximately 20 percent under the San Vicente–Fairfax Alignment Alternative between 2019 and 2045, with the Crenshaw/Adams Station having the greatest potential population increase, at approximately 36 percent. Household growth is anticipated to increase by 21 percent, with the Crenshaw/Adams Station having the greatest percentage of growth increase of approximately 56 percent. Employment growth is anticipated to increase by approximately 16 percent, with the Fairfax/Santa Monica Station having the greatest percentage of growth increase of approximately 49 percent. However, the anticipated population, household, and employment growth forecasts within the station RSAs for the San Vicente–Fairfax Alignment Alternative are consistent with the City of Los Angeles, City of West Hollywood, and County of Los Angeles growth projections, as shown in Table 5-1, Table 5-3, and Table 5-5.

State and regional planning programs and policies encourage and incentivize development near transit stations. Metro supports local jurisdictions in developing and adopting transit-supportive policies and programs to leverage the value of transit investments and increase ridership. The Project would expand transit service in the region, which could facilitate development around station areas. Any development that could result in the vicinity of the proposed stations would be consistent with local policies and requirements and with local growth projections as set forth in the SCAG 2020 RTP/SCS, and would be subject to a separate environmental review and approval process.

Therefore, operation of the San Vicente–Fairfax Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

6.1.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the Fairfax Alignment Alternative would result in new temporary employment opportunities; however, most workers would likely come from the existing large labor pool within the greater Los Angeles region, who would not need to relocate to the RSA. As a result, growth projections identified in the 2020 RTP/SCS plan would not be exceeded. Therefore, construction activities associated with the Fairfax Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the Fairfax Alignment Alternative would not result in substantial changes to the existing population in the station RSA. The Fairfax Alignment Alternative would not include development of new housing or businesses that would directly induce population growth. However, operation of the Fairfax Alignment Alternative could indirectly affect growth and development in the station RSAs by enhancing transit connections that could make station areas more desirable locations for residences and businesses, encouraging growth and economic development in the surrounding communities. As shown in Table 7-1 of this report, total population growth within a half-mile of the proposed stations is anticipated to

increase approximately 20 percent for the Fairfax Alignment Alternative between 2019 and 2045, with the Crenshaw/Adams Station having the greatest potential population increase, at approximately 36 percent. Household growth is anticipated to increase by 21 percent, with the Crenshaw/Adams Station having the greatest percentage of growth increase of approximately 56 percent. Employment growth is anticipated to increase by approximately 14 percent, with the Fairfax/Santa Monica Station having the greatest percentage of growth increase of approximately 49 percent. However, the anticipated population, household, and employment growth forecasts within the station RSAs for the Fairfax Alignment Alternative are consistent with the City of Los Angeles, City of West Hollywood, and County of Los Angeles growth projections, as shown in Table 5-1, Table 5-3, and Table 5-5.

State and regional planning programs and policies encourage and incentivize development near transit stations. Metro supports local jurisdictions in developing and adopting transit-supportive policies and programs to leverage the value of transit investments and increase ridership. The Project would expand transit service in the region, which could facilitate development around station areas. Any development that could result in the vicinity of the proposed stations would be consistent with local policies and requirements and with local growth projections as set forth in the SCAG 2020 RTP/SCS and would be subject to a separate environmental review and approval process.

Therefore, operation of the Fairfax Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

6.1.1.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the La Brea Alignment Alternative would result in new temporary employment opportunities; however, most workers would likely come from the existing large labor pool within the greater Los Angeles region, who would not need to relocate to the RSA. As a result, growth projections identified in the 2020 RTP/SCS plan would not be exceeded. Therefore, construction activities associated with the La Brea Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the La Brea Alignment Alternative would not result in substantial changes to the existing population in the station RSA. The La Brea Alignment Alternative would not include development of new housing or businesses that would directly induce population growth. However, operation of the La Brea Alignment Alternative could indirectly affect growth and development in the station RSAs by enhancing transit connections that would make station areas more desirable locations for residences and businesses, encouraging growth and economic development in the surrounding communities. As shown in Table 7-1 of this report, total population growth within a half-mile of the proposed stations is anticipated to increase approximately 22 percent for the La Brea Alignment Alternative between 2019 and 2045, with the Crenshaw/Adams Station having the greatest potential population increase, at approximately 36 percent. Household growth is anticipated to increase by 25 percent, with the Crenshaw/Adams Station having the

greatest percentage of growth increase of approximately 56 percent. Employment growth is anticipated to increase by approximately 15 percent, with the La Brea/Santa Monica Station having the greatest percentage of growth increase of approximately 43 percent. However, the anticipated population, household, and employment growth forecasts within the station RSAs for the La Brea Alignment Alternative are consistent with the City of Los Angeles, City of West Hollywood, and County of Los Angeles growth projections, as shown in Table 5-1, Table 5-3, and Table 5-5.

State and regional planning programs and policies encourage and incentivize development near transit stations. Metro supports local jurisdictions in developing and adopting transit-supportive policies and programs to leverage the value of transit investments and increase ridership. The Project would expand transit service in the region, which could facilitate development around station areas. Any development that could result in the vicinity of the proposed stations would be consistent with local policies and requirements and with local growth projections as set forth in the SCAG 2020 RTP/SCS and would be subject to a separate environmental review and approval process.

Therefore, operation of the La Brea Alignment Alternative would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

6.1.1.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the Hollywood Bowl Design Option would be similar to the construction activities required for the alignment alternatives described above. Construction of the design option would result in new temporary employment opportunities; however, most workers would likely come from the existing large labor pool within the greater Los Angeles region, who would not need to relocate to the RSA. As a result, growth projections identified in the 2020 RTP/SCS plan would not be exceeded. Therefore, construction activities associated with the Hollywood Bowl Design Option would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the Hollywood Bowl Design Option would be similar to the operation activities required for the alignment alternatives described above. Operation of the design option would not include development of new housing or businesses that would directly induce population growth. Operation of the design option could indirectly affect growth and development in the RSA by enhancing transit connections that would make station areas more desirable locations for residences and businesses, encouraging growth and economic development in the surrounding communities. As shown in Table 7-1 of this report, total population growth within the RSA for the design option is anticipated to increase approximately 30 percent between 2019 and 2045. Household growth is anticipated to increase by 29 percent and employment growth is anticipated to increase by approximately 17 percent. However, the anticipated population, household, and employment growth forecasts within the RSA for the Hollywood Bowl Design Option is consistent with the City of Los Angeles and County of Los Angeles growth projections, as shown in Table 5-1, Table 5-3, and Table 5-5.

State and regional planning programs and policies encourage and incentivize development near transit stations. Metro supports local jurisdictions in developing and adopting transit-supportive policies and programs to leverage the value of transit investments and increase ridership. The Project would expand transit service in the region, which could facilitate development around station areas consistent with local policies and zoning requirements and restrictions. Any development that could result in the vicinity of the proposed stations would be consistent with local policies and requirements and with local growth projections as set forth in the SCAG 2020 RTP/SCS and would be subject to a separate environmental review and approval process.

Therefore, operation of the Hollywood Bowl Design Option would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

6.1.1.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the proposed MSF would result in new temporary employment opportunities; however, most workers would likely come from the existing large labor pool within the greater Los Angeles region, who would not need to relocate to the RSA. As a result, growth projections identified in the 2020 RTP/SCS plan would not be exceeded. Therefore, construction activities associated with the MSF would not induce substantial unplanned population growth, either directly or indirectly, and impacts would be less than significant.

OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the MSF would not result in substantial changes to the existing population in the MSF RSA. Operation of the MSF would not include development of new housing or businesses that would directly induce population growth. Unlike the station alternatives, implementation of the MSF would not indirectly affect growth and development in the RSA because MSF do not provide transit connections and thus do not encourage growth and economic development in surrounding communities. Although, operation of the MSF would create new jobs for maintaining and servicing the LRT vehicles, increases in employment within the MSF RSA is consistent with the 2020 RTP/SCS plan and growth projections, as identified in in Table 7-1 of this report. Therefore, operation of the MSF would not induce unplanned population growth, either directly or indirectly, and impacts would be less than significant.

6.1.2 IMPACT CMN-2: POPULATION AND HOUSING DISPLACEMENT

Impact CMN-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

6.1.2.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

No Impact. Construction of the San Vicente–Fairfax Alignment Alternative would not require acquisition of residential parcels. Therefore, construction activities associated with the San Vicente–Fairfax Alignment Alternative would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impacts would occur.

OPERATIONAL IMPACTS

No Impact. Operation of the San Vicente–Fairfax Alignment Alternative would not require acquisition of residential parcels. It would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would have no impacts.

6.1.2.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

No Impact. Construction of the Fairfax Alignment Alternative would not require acquisition of residential parcels. Therefore, construction activities associated with the Fairfax Alignment Alternative would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur.

OPERATIONAL IMPACTS

No Impact. Operation of the Fairfax Alignment Alternative would not require acquisition of residential parcels. It would not displace substantial numbers of existing people or housing, not necessitate construction of replacement housing elsewhere. Therefore, operation of the Fairfax Alignment Alternative would have no impacts.

6.1.2.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

No Impact. Construction of the La Brea Alignment Alternative would not require acquisition of residential parcels. Therefore, construction activities associated with the La Brea Alignment Alternative would not displace substantial numbers of existing people or housing, necessitating the construction for replacement housing elsewhere, and no impacts would occur.

OPERATIONAL IMPACTS

No Impact. Operation of the La Brea Alignment Alternative would not require acquisition of residential parcels. It would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, operation of the La Brea Alignment Alternative would have no impacts.

6.1.2.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

No Impact. Construction of the Hollywood Bowl Design Option would not require acquisition of residential parcels. Therefore, construction activities associated with the Hollywood Bowl Design Option would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impacts would occur.

OPERATIONAL IMPACTS

No Impact. Operation of the Hollywood Bowl Design Option would not require acquisition of residential parcels. It would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, operation of the Hollywood Bowl Design Option would have no impacts.

6.1.2.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

No Impact. While construction of the proposed MSF would require acquisition of nonresidential properties, the MSF would be constructed within an urban area consisting of industrial and commercial land uses, and would not include the acquisition of residential parcels or structures. Construction activities would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, construction of the MSF would have no impacts.

OPERATIONAL IMPACTS

No Impact. Operation of the MSF would not require acquisition of residential parcels. It would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, operation of the MSF would have no impacts.

6.1.3 SUMMARY OF IMPACT CONCLUSIONS

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

TABLE 6-1. IMPACT CONCLUSION SUMMARY TABLE

IMPACT SIGNIFICANCE THRESHOLD	IMPACT CONCLUSION				
	ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX	ALIGNMENT ALTERNATIVE 2: FAIRFAX	ALIGNMENT ALTERNATIVE 3: LA BREA	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact CMN-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new housing and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant	<u>Construction:</u> Less than Significant <u>Operations:</u> Less than Significant
Impact CMN-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact

Source: Connect Los Angeles Partners 2023

6.2 MITIGATION MEASURES

As the impact analysis in Section 6.1 demonstrates, construction and operation of any of the alignment alternatives and stations, design option, and MSF would result in either no impact or a less than significant impact related to communities, population and housing. Therefore, no mitigation is required under CEQA.

CHAPTER 7 CUMULATIVE IMPACTS

7.1 INTRODUCTION

Under the state CEQA Guidelines, cumulative impacts are defined as two or more individual impacts that, when considered together, are considerable or would compound and increase other environmental impacts (Section 15355). These cumulative impacts must be discussed in an EIR when the project's incremental effect is "cumulatively considerable" (Section 15130). "Cumulatively considerable" is defined as when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15065(a)(3)).

CEQA Guidelines Section 15130(b)(1) includes two methodology approaches for assessing cumulative impacts. One approach is a "list of past, present, and probable future projects producing related or cumulative impacts" (CEQA Guidelines Section 15130(b)(1)(A)). The other approach is a "summary of projections contained in an adopted local, regional, or statewide plan, or related document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15030(b)(1)(B)). For the purposes of this analysis, the latter approach is used due to the long Project implementation time. The forecasted Project completion timeframe is in the mid- to late-2040s based on Metro Measure M funding. Due to the long-term nature of the Project's implementation, a list of land use and transportation projects is insufficient for the cumulative analysis since the currently known projects would be completed and operational by the Project's forecasted completion. In addition, it is highly likely many additional projects will be proposed and constructed between now and project implementation in 20 years; therefore, any project list developed now would be incomplete and incorrect.

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan is the adopted long-range forecast for population, households, and employment within the six-county Southern California region, which includes all Project elements. The Project is also included in the SCAG 2020 RTP/SCS Plan, as well as Metro's 2020 Long Range Transportation Plan. The RTP/SCS was adopted in 2020 and proposes land use and transportation strategies to improve mobility options and achieve a more sustainable growth pattern (SCAG 2020). SCAG worked in close coordination with decision-makers and the public across multiple jurisdictions throughout the SCAG region to create the plan. The population, household, and employment growth projections from this plan are used to assess regional growth and its cumulative impact within the vicinity of the Project.

For the cumulative analysis, the RSA is defined as a half-mile radius from the stations, the design option, and the MSF. The half-mile radius is used for all resources to ensure consistency in evaluating cumulative effects. Table 7-1 shows the projected net growth in population, households, and employment between 2019 and 2045 for a half-mile radius from all Project stations, the design option, and the MSF. The data in the table were calculated by merging the SCAG 2020 RTP/SCS growth projections with the SCAG Tier 2 Transportation Analysis Zone boundaries for Los Angeles County, then assessed for a half-mile radius around the stations, the design option, and the MSF. The data show the projected growth from transportation and development projects, as well as associated infrastructure, that when combined with the Project's construction and operation, could result in cumulative effects.

TABLE 7-1. SCAG PROJECTED PERCENT GROWTH FOR HALF-MILE BUFFER AREAS, 2019-2045

HALF-MILE BUFFER AREA	POPULATION % GROWTH	HOUSEHOLD % GROWTH	EMPLOYMENT % GROWTH
STATIONS			
Expo/Crenshaw	46.0	65.9	26.4
Crenshaw/Adams	35.6	56.3	19.6
Midtown Crossing	20.2	33.1	21.1
Wilshire/Fairfax	19.8	21.2	6.2
Fairfax/3 rd	21.9	23.1	6.5
La Cienega/Beverly	30.7	31.3	6.1
San Vicente/Santa Monica	11.5	11.4	46.2
Fairfax/Santa Monica	7.2	7.7	49.5
La Brea/Santa Monica	16.0	17.2	42.6
Hollywood/Highland	16.2	15.0	3.0
Wilshire/La Brea	22.8	24.3	9.4
La Brea/Beverly	17.9	24.5	14.5
DESIGN OPTION			
Hollywood Bowl Design Option	30.4	29.0	17.4
MAINTENANCE AND STORAGE FACILITY			
MSF	14.0	15.9	9.9

Source: SCAG 2020 RTP/SCS Growth Forecast
MSF = maintenance and storage facility

7.2 CUMULATIVE IMPACTS

7.2.1 ALIGNMENTS AND STATIONS

The alignment alternatives and proposed stations projected growth in the communities and neighborhoods within the station RSAs would be in highly urbanized areas. The alignment alternatives and proposed stations are anticipated to enhance circulation and connectivity in the region and improve connections with transit stations and other pedestrian and bike facilities. The projects identified in the SCAG 2020 RTP/SCS that are within this Project's regional setting could consist of new development, redevelopments, or other infrastructure. The projects identified in the SCAG 2020 RTP/SCS may also help communities and neighborhoods located within the station RSAs to accommodate projected population, household, and employment growth projections, as shown in Table 7-1. Projects identified in the SCAG 2020 RTP/SCS would be subject to all applicable requirements and regulations of local jurisdictions. Changes in demographics associated with new development opportunities would be consistent with the SCAG 2020 RTP/SCS adopted growth projections because these growth projections are based on the General Plan land use designations of the Cities of Los Angeles and West Hollywood. The alignment alternatives and proposed stations would not include new or temporary housing or businesses that would directly result in population growth. The alignment alternatives and proposed stations are intended to

increase the overall accessibility and mobility of persons within the station RSAs and would not directly result in population growth in surrounding communities. Therefore, the incremental effect of the alignment alternatives and proposed stations, combined with the effects of past projects, other current projects, and probable future projects, would not induce substantial unplanned population growth and would not be cumulatively considerable. The cumulative impact would be less than significant.

The alignment alternatives and proposed stations would not require acquisition of residential parcels. Therefore, the alignment alternatives and proposed stations would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, the alignment alternatives' and proposed stations' incremental effect, combined with the effects of past projects, other current projects, and probable future projects, would not be cumulatively considerable and the cumulative impact would be less than significant.

7.2.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option and projected growth in the communities and neighborhoods within the station RSAs would occur in highly urbanized areas. The design option is anticipated to enhance circulation and connectivity in the region and improve connections with transit stations and other pedestrian and bike facilities. The projects identified in the SCAG 2020 RTP/SCS that are within this Project's regional setting could consist of new development, redevelopments, or other infrastructure projects. The projects identified in the SCAG 2020 RTP/SCS may also help communities and neighborhoods located within the station RSAs to accommodate projected population, household, and employment growth projections, as shown in Table 7-1. Projects identified in the SCAG 2020 RTP/SCS would be subject to all applicable requirements and regulations of local jurisdictions. Changes in demographics associated with new development opportunities would be consistent with the SCAG 2020 RTP/SCS adopted growth projections because these growth projections are based on the General Plan land use designations of the City of Los Angeles. The design option would not include new or temporary housing or businesses that would directly result in population growth. The design option is intended to increase the overall accessibility and mobility of persons within the station RSAs and would not directly result in population growth in surrounding communities. Therefore, the incremental effect of the design option, combined with the effects of past projects, other current projects, and probable future projects, would not induce substantial unplanned population growth and would not be cumulatively considerable. The cumulative impact would be less than significant.

The Hollywood Bowl Design Option would not require acquisition of residential parcels. Therefore, the design option would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, the design option's incremental effect, combined with the effects of past projects, other current projects, and probable future projects, would not be cumulatively considerable and the cumulative impact would be less than significant.

7.2.3 MAINTENANCE AND STORAGE FACILITY

Projected growth in the communities and neighborhoods within the RSA of the MSF would occur in highly urbanized areas. The projects identified in the SCAG 2020 RTP/SCS that are within this Project's regional

setting could consist of new development, redevelopments, or other infrastructure. The projects identified in the SCAG 2020 RTP/SCS may also help communities and neighborhoods located within the MSF RSA accommodate projected population, household, and employment growth projections, as shown in Table 7-1. Projects identified in the SCAG 2020 RTP/SCS would be subject to all applicable requirements and regulations of local jurisdictions. Changes in demographics associated with new development opportunities would be consistent with the SCAG 2020 RTP/SCS adopted growth projections because these growth projections are based on the General Plan land use designations of the City of Los Angeles. The MSF would not include new or temporary housing or businesses that would directly result in population growth. Therefore, the incremental effect of the MSF, combined with the effects of past projects, other current projects, and probable future projects, would not induce substantial population growth and would not be cumulatively considerable. The cumulative impact would be less than significant.

The MSF would occupy existing industrial, public facility, and commercial land uses, and would not require acquisition of residential parcels. Therefore, the MSF would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, the MSF's incremental effect, combined with the effects of past projects, other current projects, and probable future projects, would not be cumulatively considerable and the cumulative impact would be less than significant.

7.3 CUMULATIVE MITIGATION MEASURES

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

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