

3.5 COMMUNITIES, POPULATION, AND HOUSING

3.5.1 INTRODUCTION

This discussion provides an evaluation of K Line Northern Extension (KNE) as it relates to communities, population, and housing. It includes descriptions of the federal, state, and local regulatory setting, existing conditions, and the impacts from construction and operation of the proposed alignments and stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. For more detailed information, refer to the KNE Communities, Population, and Housing Technical Report (Appendix 3.5-A).

3.5.2 REGULATORY FRAMEWORK

3.5.2.1 FEDERAL

The following federal laws and regulations related to relocation assistance and counseling are relevant to construction and operation of the project:

- 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.)
- Executive Order 11063 (27 Federal Register 11527, November 24, 1962)

3.5.2.2 STATE

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

- California Relocation Act
- Uniform Act, 49 Code of Federal Regulations Part 24; California Government Code 7260 et seq.; California Code of Regulations (CCR) 600 et seq.
- CCR Title 25, Division 1, Chapter 6

3.5.2.3 REGIONAL

The following regional policies are relevant to the project:

- 2020 Southern California Association of Government's (SCAG) Connect SoCal
- 2021 SCAG 6th Cycle Final Regional Housing Needs Assessment (RHNA)

3.5.2.4 LOCAL

All Los Angeles County Metropolitan Transportation Authority (Metro) rail projects must be designed in accordance with the most recent Metro Rail Design Criteria, Section 5 of which applies to communities, population, and housing:

- Transit Oriented Communities Policy
- Equity Platform
- Joint Development Policy

The City of Los Angeles and City of West Hollywood have codes, ordinances, and general plans that regulate long-range growth and future development, land use and resource allocation, and housing treatments as they pertain to communities, population, and housing. These policies generally pertain to climate resiliency, community priorities, equity, population change, public health and safety, and economic development.

3.5.3 METHODOLOGY

3.5.3.1 CEQA METHODOLOGY

The purpose of this analysis is to evaluate the project against California Environmental Quality Act (CEQA) thresholds of significance as the basis for determining the level of impacts related to communities, population, and housing.

3.5.3.2 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.

3.5.4 RESOURCE STUDY AREA

The resource study area (RSA) for the communities, population, and housing analysis is delineated as a 0.5-mile area around each station, a 0.5-mile area around the Hollywood Bowl Design Option, and a 0.5-mile area around the MSF.

3.5.5 EXISTING SETTING

This existing setting discussion summarizes current conditions related to communities, population, and housing within and near the KNE RSA.

3.5.5.1 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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020a), Los Angeles County's population in 2016 was estimated at 10,110,000 persons and is anticipated to increase 16 percent by 2045. By 2045, the cities in which the regional setting is located are anticipated to grow between 16 to 21

percent in population, as shown in Table 3.5-1. 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 3.5-2. Employment growth is expected to be between 16 and 76 percent in the regional setting and 14 percent in Los Angeles County, as shown in Table 3.5-3. 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. Because population and housing trends occur at the regional level, the regional setting is the appropriate scale for this type of analysis.

TABLE 3.5-1. 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 2020b

TABLE 3.5-2. 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 2020b

TABLE 3.5-3. 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 2020b

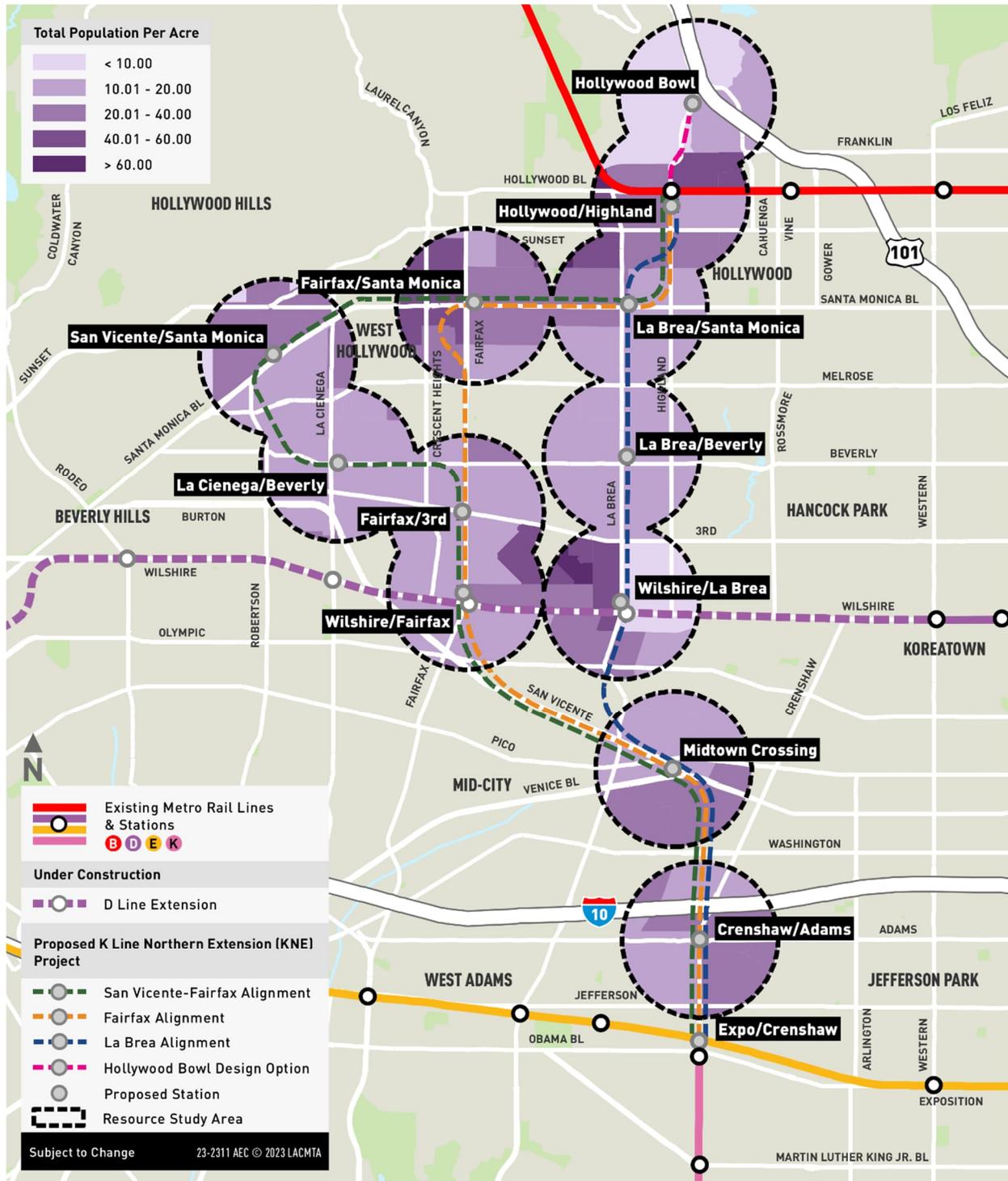
In terms of projected growth, SCAG’s RHNA for the planning years January 1, 2006 through June 30, 2014 projected a need for the construction of an additional 584 housing units within the City of West Hollywood, allocated as follows: very low-income (142 units), low-income (91 units), moderate income (99 units), and above moderate income (252 units). Approved in March 2021, the 2021 SCAG 6th Cycle Final RHNA Allocation Plan for the planning years October 2021 through October 2029 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, 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.

3.5.5.2 ALIGNMENTS AND STATIONS

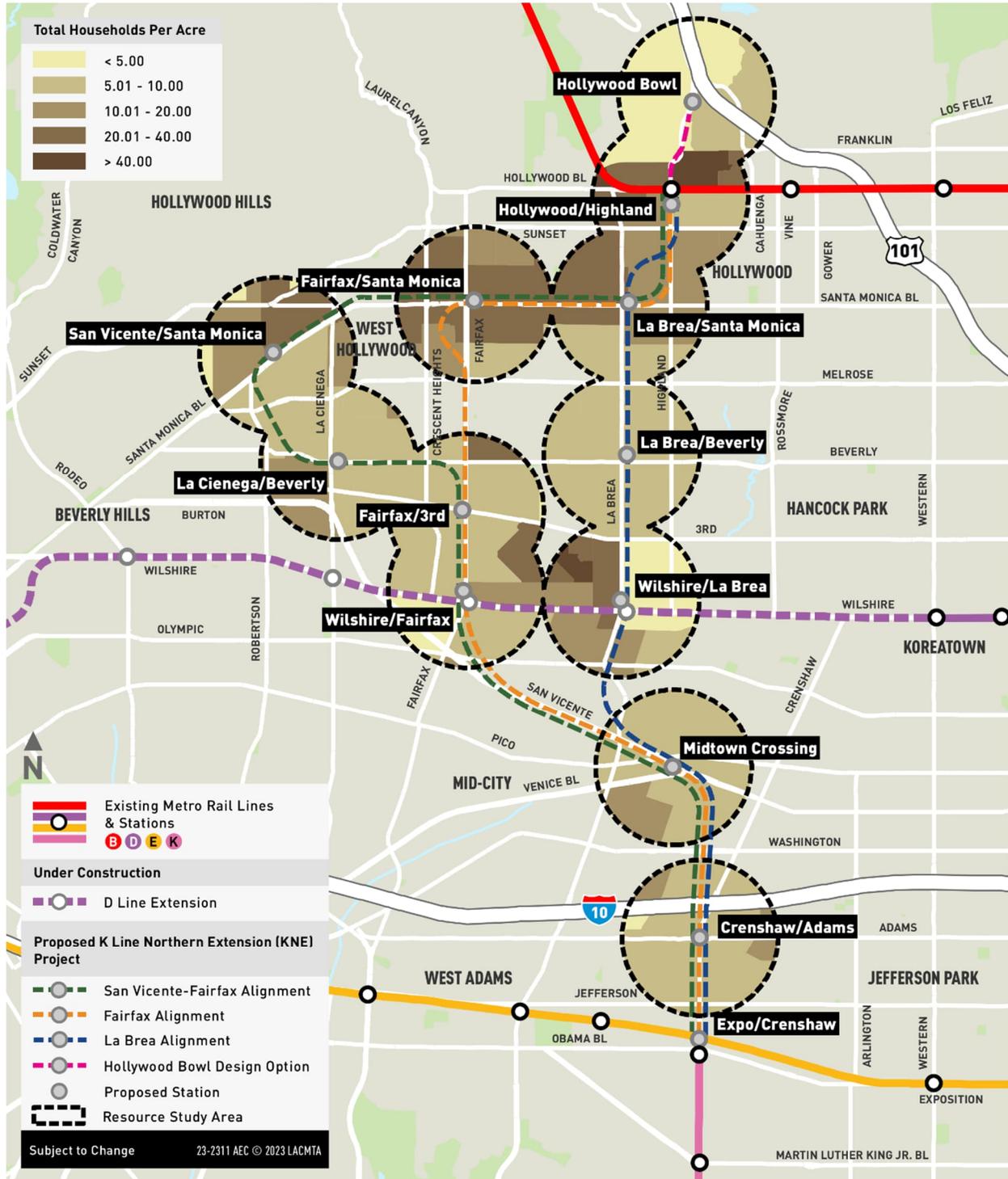
Demographic information presented in this section was evaluated for a 0.5-mile area around each station. The 2020 SCAG RTP/SCS data were used for historic and forecasted growth projections for population, housing, and employment. This report uses 2020 SCAG RTP/SCS data for existing employment. The U.S. Census Bureau 2021 5-year Estimates were used for existing population and households. Equity Focused Communities (EFCs) were identified 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. Existing population, households, and employment within these RSAs for each alignment are shown in Figure 3.5-1 through Figure 3.5-3.

FIGURE 3.5-1. EXISTING POPULATION WITHIN STATION RESOURCE STUDY AREAS (2021)



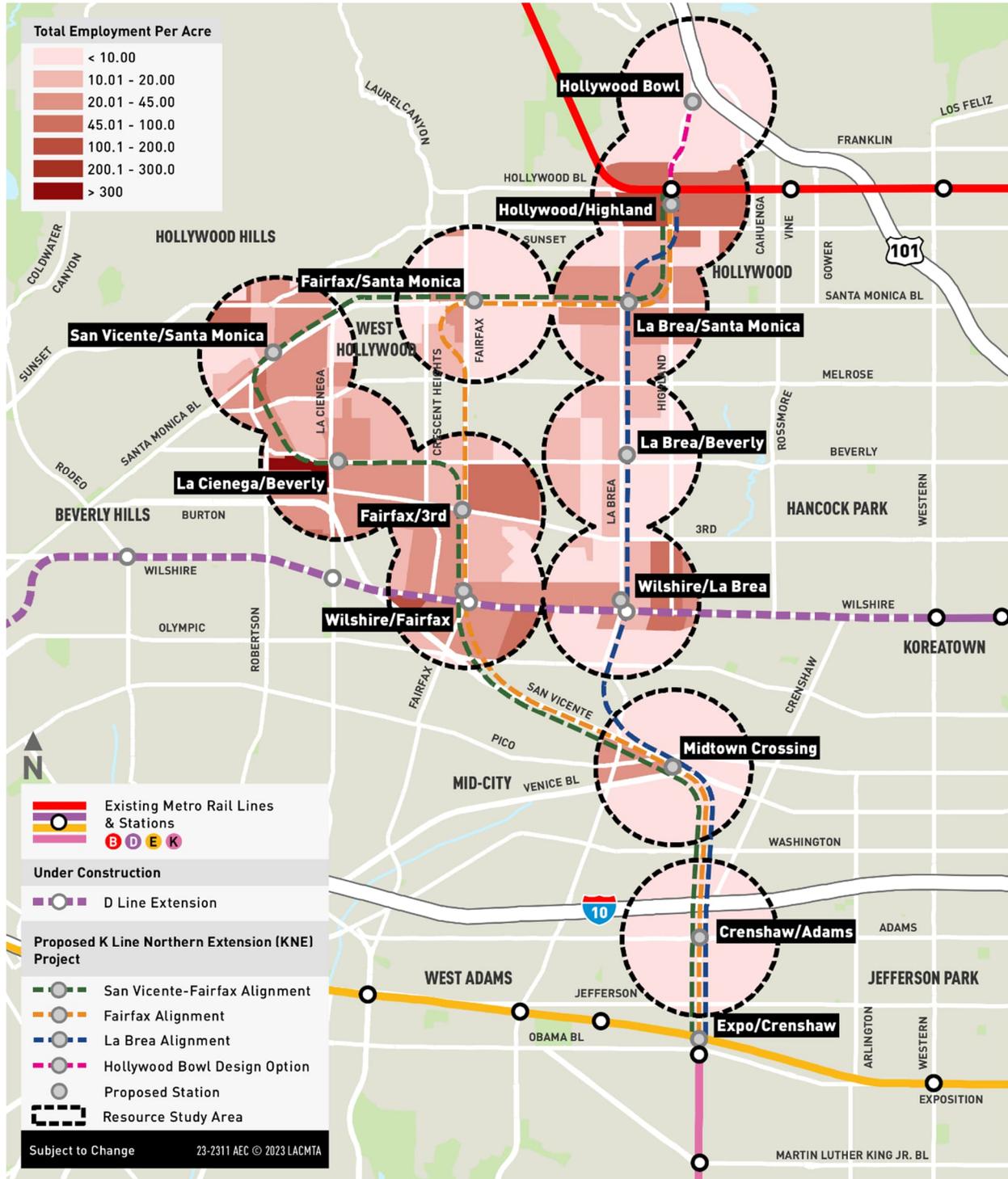
Source: U.S. Census Bureau 2021a

FIGURE 3.5-2. EXISTING HOUSEHOLDS WITHIN STATION RESOURCE STUDY AREAS (2021)



Source: U.S. Census Bureau 2021c

FIGURE 3.5-3. EXISTING EMPLOYMENT WITHIN STATION RESOURCE STUDY AREAS (2019)



Source: SCAG 2020a

3.5.5.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.5.5.2.1.1 EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a 0.5 mile of the KNE San Vicente–Fairfax Alignment stations is provided in Table 3.5-4, which includes existing demographic characteristics for each station RSA. Residential land use designations for the Cities of Los Angeles and West Hollywood are described in this section for reference.

TABLE 3.5-4. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREA (2019 AND 2021)

ALIGNMENT/STATION NAME	2021 POPULATION TOTAL	2021 HOUSEHOLD TOTAL ¹	2019 EMPLOYMENT TOTAL
SAN VICENTE–FAIRFAX ALIGNMENT			
Crenshaw/Adams Station	10,955	4,340	2,112
Midtown Crossing Station	10,846	4,092	3,219
Wilshire/Fairfax Station	10,315	5,121	15,474
Fairfax/3 rd Station	10,410	5,074	14,742
La Cienega/Beverly Station	8,173	4,657	30,895
San Vicente/Santa Monica Station	11,129	7,178	13,343
Fairfax/Santa Monica Station	15,575	9,507	4,235
La Brea/Santa Monica Station	12,467	7,142	10,004
Hollywood/Highland Station	14,207	8,972	20,373
Hollywood Bowl Design Option	5,977	3,656	1,488
San Vicente–Fairfax Alignment Corridor Totals²	97,903	53,243	108,070

Source: U.S. Census Bureau 2021a, 2021e; SCAG 2020a

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).

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE San Vicente–Fairfax Alignment Corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.1.2 EXISTING EQUITY FOCUSED COMMUNITIES

A summary of existing EFCs within station RSAs for the KNE San Vicente–Fairfax Alignment is provided in Table 3.5-5 (Low-Income Populations), Table 3.5-6 (Minority Populations), and Table 3.5-7 (Zero-Car Households).

TABLE 3.5-5. LOW-INCOME POPULATIONS WITHIN THE KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREA (2021)

ALIGNMENT/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
SAN VICENTE–FAIRFAX ALIGNMENT					
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%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%
San Vicente–Fairfax Alignment Corridor Totals²	97,903	13,211	14%	84,692	86%

Source: U.S. Census Bureau 2021d

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

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE San Vicente–Fairfax Alignment Corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.5-6. MINORITY POPULATIONS WITHIN THE KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREA (2021)

ALIGNMENT/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
SAN VICENTE–FAIRFAX ALIGNMENT				
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%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)
San Vicente–Fairfax Alignment Corridor Totals³	97,903	38,431	39.25%	Hispanic or Latino (21%)

Source: U.S. Census Bureau 2021b

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).

³ Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE San Vicente–Fairfax Alignment Corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.5-7. ZERO-CAR HOUSEHOLDS WITHIN THE KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREA (2021)

ALIGNMENT/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
SAN VICENTE–FAIRFAX ALIGNMENT			
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%
Hollywood Bowl Design Option	3,656	760	21%
San Vicente–Fairfax Alignment Corridor Totals¹	53,243	7,422	14%

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

¹ Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE San Vicente–Fairfax Alignment Corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.1.3 CRENSHAW/ADAMS STATION

The Crenshaw/Adams Station would be located at the intersection of Crenshaw Boulevard and Adams Boulevard. The RSA is located within the West Adams neighborhood, a community recognized for its ethnic diversity and as a historic center for Black American culture.

The West Adams neighborhood is primarily comprised of single-family homes and apartment buildings. The population density at the Crenshaw/Adams Station is generally similar to other stations within the RSA, as shown in Figure 3.5-1. The household density is generally lower than other stations within the RSA, as shown in Figure 3.5-2.

While some local retail and commercial businesses are located along Crenshaw and Adams Boulevards, employment density is low, as shown in Figure 3.5-2. Table 3.5-4 indicates that the total number of jobs is low in the Crenshaw/Adams Station RSA. Table 3.5-5 shows that poverty levels at the proposed Crenshaw/Adams Station are the highest within the RSA. EFCs are located to the north of Adams Boulevard and east of Crenshaw Boulevard.

3.5.5.2.1.4 MIDTOWN CROSSING STATION

The Midtown Crossing Station would be located between two commercial shopping centers and surrounded by residential neighborhoods. The station would be located in the Mid-City Neighborhood

Council District, within the Wilshire Community Plan Area (City of Los Angeles 2016). The RSA includes portions of the Mid-Wilshire neighborhood and the Olympic Park Neighborhood Council Districts. The household density at the Midtown Crossing Station is generally lower than at other stations within the RSA, as shown in Figure 3.5-2. The population density is generally similar to other stations within the RSA, as shown in Figure 3.5-1.

The Midtown Crossing Station RSA includes two commercial shopping centers and commercial businesses along La Brea Avenue, Pico Boulevard, and West Boulevard. Employment density is generally low throughout the Midtown Crossing Station RSA with slightly higher concentrations of employment density along the commercial corridors north of Venice Boulevard, as shown in Figure 3.5-3. Table 3.5-4 indicates that the total number of jobs are low at the Midtown Crossing Station RSA.

3.5.5.2.1.5 WILSHIRE/FAIRFAX STATION

The Wilshire/Fairfax Station RSA is located within the Mid-Wilshire neighborhood, which includes major commercial thoroughfares on Wilshire Boulevard and Fairfax Avenue. Portions of the Wilshire/Fairfax Station RSA are also located in the residential neighborhoods of Beverly Grove and Fairfax. Park La Brea is a residential complex with townhomes and high-rise apartments bounded by Fairfax Avenue, La Brea Avenue, 3rd Street, and 6th Street. As shown in Figure 3.5-2 and Figure 3.5-2, Park La Brea contributes to the heightened population and household density within the Wilshire/Fairfax Station RSA. The remaining portion of the Wilshire/Fairfax Station RSA generally has lower population and housing density than other stations within the RSA.

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. These cultural attractions, as well as other commercial and office land uses on Wilshire Boulevard and Fairfax Avenue, contribute to the relatively higher employment opportunities along these thoroughfares, as shown in Figure 3.5-2. Table 3.5-4 indicates that the number of total jobs at this station is similar to, but relatively higher than, the other stations in the RSA.

3.5.5.2.1.6 FAIRFAX/3RD STATION

The Fairfax/3rd Station would be located in the Mid-City neighborhood, Beverly Grove neighborhood, and Fairfax neighborhood. The Fairfax/3rd Station RSA is characterized by its commercial activity. 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. 3rd Street is a commercial corridor with retail and dining destinations between Fairfax Avenue and San Vicente Boulevard. Television City is located on Fairfax Avenue and Beverly Boulevard and approximately 0.25 mile north of the proposed Fairfax/3rd Station. According to the Television City 2050 Project Initial Study (Television City Studios 2022), CBS Television City is projected to employ approximately 7,000 people by 2043. These commercial employment centers contribute to the concentrated employment density illustrated in Figure 3.5-2. Table 3.5-4 indicates that the number of total jobs at this station is similar to, but relatively higher than, the other stations in the RSA.

Park La Brea is a residential complex with townhomes and high-rise apartments bounded by Fairfax Avenue, La Brea Avenue, 3rd Street, and 6th Street. As shown in Figure 3.5-2 and Figure 3.5-2, Park La Brea contributes to the heightened population and household density within the Fairfax/3rd Station RSA. Multifamily residences in the Fairfax neighborhood also account for the concentrated population and housing density north of Beverly Boulevard. The remaining portion of the Fairfax/3rd Station RSA generally has lower population and housing density than other stations within the RSA.

3.5.5.2.1.7 LA CIENEGA/BEVERLY STATION

The La Cienega/Beverly Station would provide access to Cedars-Sinai Medical Center and its supporting medical offices and facilities. Cedars-Sinai Medical Center is also one of the largest employers in Los Angeles County with 14,000 full-time staff (Cedars-Sinai 2022). The station would provide access to the Beverly Center, Beverly Connection shopping center, and the retail and dining corridor on 3rd Street. As indicated in Table 3.5-4, the La Cienega/Beverly Station RSA accounts for the highest number of jobs within the KNE San Vicente–Fairfax Alignment due to the presence of Cedars-Sinai Medical Center and these commercial destinations. Figure 3.5-2 illustrates the high employment density within the La Cienega/Beverly Station RSA with the highest concentration of jobs at Cedars-Sinai Medical Center.

The La Cienega/Beverly Station RSA is located on the border between the Beverly Grove neighborhood in the City of Los Angeles and the West Hollywood West neighborhood in the City of West Hollywood. The residential areas primarily consist of single-family homes in addition to a concentration of multifamily condominiums south of Beverly Boulevard and west of La Cienega Boulevard. The La Cienega/Beverly Station RSA generally has lower population density and household density than other stations within the RSA, as illustrated in Figure 3.5-2 and Figure 3.5-2.

3.5.5.2.1.8 SAN VICENTE/SANTA MONICA STATION

The San Vicente/Santa Monica Station RSA is located in the City of West Hollywood and includes major destinations such as the Santa Monica Boulevard entertainment district (Rainbow District), the Melrose Avenue commercial district to the south, the Sunset Strip to the north, and the Pacific Design Center to the southeast. The San Vicente/Santa Monica Station RSA is located in the City of West Hollywood’s Norma Triangle, Tri-West, and West Hollywood West neighborhoods. The Tri-West and West Hollywood West neighborhoods are primarily characterized by single-family and low-density multifamily homes (City of West Hollywood 2011). The residences in the Norma Triangle neighborhood are comprised of apartment buildings, condominiums, and single-family homes. The San Vicente/Santa Monica Station RSA generally has similar population and household density compared to other stations within the RSA, as illustrated in Figure 3.5-2 and Figure 3.5-2. The population and household density are concentrated at the Norma Triangle neighborhood within the San Vicente/Santa Monica Station RSA.

Compared to the KNE San Vicente–Fairfax Alignment RSA as a whole, the San Vicente/Santa Monica Station RSA has relatively higher employment, as indicated in Table 3.5-4. Employment density is concentrated along the Sunset Strip, Santa Monica Boulevard, Melrose Avenue, and San Vicente Boulevard, as shown in Figure 3.5-2. The station would provide direct access to the Rainbow District, with potential portal siting on the Santa Monica Boulevard corridor. The area surrounding the San

Vicente/Santa Monica Station often hosts large regional events, such as the annual City of West Hollywood Pride Parade and Halloween Carnaval. The lesbian, gay, bisexual, transgender, and queer (LGBTQ) community accounts for approximately one-third of all residents in the City of West Hollywood (City of West Hollywood 2017), thus contributing to the community demographics of the RSA.

3.5.5.2.1.9 FAIRFAX/SANTA MONICA STATION

The Fairfax/Santa Monica Station would provide access to the Santa Monica commercial corridor and the Santa Monica/Fairfax Transit District in the City of West Hollywood. The Fairfax/Santa Monica Station RSA is located in the City of West Hollywood's Center City and Eastside neighborhoods that are characterized by multifamily homes, large apartment buildings, and condominiums. The Fairfax/Santa Monica Station RSA serves mostly residential uses. Table 3.5-4 shows that the Fairfax/Santa Monica Station has the highest number of households and is the most populous among all stations in the KNE San Vicente–Fairfax Alignment RSA. As shown in Figure 3.5-2, the population and household densities are high throughout the Fairfax/Santa Monica Station RSA. The RSA also captures multiple West Hollywood 6th Cycle Housing Element Opportunity Sites to support affordable housing, particularly along Santa Monica Boulevard.

This RSA is characterized by small storefronts, restaurants, and bars, and includes a concentration of small businesses serving West Hollywood's Russian-speaking community. Neighborhood-oriented retail and shopping centers are located along Santa Monica Boulevard and Fairfax Avenue. While commercial activity is present within the RSA, employment density is relatively low compared to the KNE San Vicente–Fairfax Alignment RSA as a whole. Employment density and the total number of jobs in the Fairfax/Santa Monica Station RSA are shown in Figure 3.5-2 and indicated in Table 3.5-4.

3.5.5.2.1.10 LA BREA/SANTA MONICA STATION

The La Brea Avenue and Santa Monica Boulevard corridors are characterized by Commercial Arterial uses within the City of West Hollywood and light industrial land use in the City of Los Angeles' Media District. Neighborhoods within the La Brea/Santa Monica Station RSA include Hollywood in the City of Los Angeles and the Eastside neighborhood in the City of West Hollywood. The Eastside neighborhood in the City of West Hollywood is known for its diversity of Russian markets and locally oriented shops. Until 2012, the Eastside of West Hollywood was the City's Redevelopment Area, a California state-funded program intended to assist communities in need (City of West Hollywood 2017). More recently, the Eastside neighborhood has witnessed newer businesses and high-density residential towers near La Brea Avenue and Santa Monica Boulevard. The City of Los Angeles Hollywood Community Plan identifies the Media District as an area bounded by La Brea Avenue, Vine Street, Fountain Avenue, and Waring Avenue (City of Los Angeles 2021).

The La Brea/Santa Monica Station RSA generally has similar population and household densities compared to other stations within the KNE San Vicente–Fairfax Alignment RSA as a whole, as illustrated in Figure 3.5-2 and Figure 3.5-2. West of La Brea Avenue between Santa Monica Boulevard and Fountain Avenue, the City of West Hollywood has a high concentration of population and household density. Similarly, apartment complexes in the City of Los Angeles west of La Brea Avenue and north of Fountain

Avenue contribute to the heightened population and household density in the La Brea/Santa Monica Station RSA.

The Media District focuses on preserving and promoting Hollywood’s entertainment industry by retaining light industrial land use for jobs relating to pre- and post-production studios for film, photography, broadcasting, and sound recording. As shown in Figure 3.5-2, employment density exhibits some concentration within the Media District’s boundaries and along West Hollywood’s commercial corridors on La Brea Avenue and Santa Monica Boulevard. The La Brea/Santa Monica Station generally has similar employment density in comparison to the KNE San Vicente–Fairfax Alignment RSA as a whole.

3.5.5.2.1.1 HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is located within an iconic tourist district and surrounded by dense residential neighborhoods. The Hollywood/Highland Station RSA falls within the Hollywood and Hollywood Heights neighborhoods in the City of Los Angeles.

Table 3.5-4 shows that the Hollywood/Highland Station has a high population and number of households compared to other stations in the KNE San Vicente–Fairfax Alignment RSA. Apartment buildings and some residential towers are located throughout the Hollywood/Highland Station RSA. Apartment buildings between Hollywood Boulevard and Franklin Avenue account for the higher population density along these corridors, as shown in Figure 3.5-2. Population density and household densities are lower in the Hollywood Heights neighborhood located east of Highland Avenue and north of Franklin Avenue. A small concentration of EFCs is located west of La Brea Avenue between Sunset Boulevard and Hollywood Boulevard.

The intersection of Hollywood Boulevard and Highland Avenue includes major tourist destinations such as the Hollywood Walk of Fame, the Dolby Theatre, the TCL Chinese Theatre (Grauman’s Theatre), and the Hollywood Museum. The RSA includes the Ovation Hollywood shopping center, office, retail, and hotels serving the tourist industry. A separate Tourism District Overlay Zone, created by the local Property-Based Business Improvement District, is also located within the RSA. As indicated in Table 3.5-4, the Hollywood/Highland Station RSA accounts for a high number of jobs. As shown in Figure 3.5-2, the RSA shows high employment densities, especially along Hollywood Boulevard and Sunset Boulevard. Table 3.5-7 shows a high number of zero-vehicle households in the RSA, which is also supported by existing Metro B Line services.

3.5.5.2.2 KNE FAIRFAX ALIGNMENT

3.5.5.2.2.1 EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a 0.5 mile of the stations for the KNE Fairfax Alignment is provided in Table 3.5-8. Existing demographic characteristics within the RSA for each station are described in the following subsections.

TABLE 3.5-8. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE KNE FAIRFAX ALIGNMENT RESOURCE STUDY AREA (2019 AND 2021)

ALIGNMENT/STATION NAME	2021 POPULATION TOTAL	2021 HOUSEHOLD TOTAL ¹	2019 EMPLOYMENT TOTAL
FAIRFAX ALIGNMENT			
Crenshaw/Adams Station	10,955	4,340	2,112
Midtown Crossing Station	10,846	4,092	3,219
Wilshire/Fairfax Station	10,315	5,121	15,474
Fairfax/3 rd Station	10,410	5,074	14,742
Fairfax/Santa Monica Station	15,575	9,507	4,235
La Brea/Santa Monica Station	12,467	7,142	10,004
Hollywood/Highland Station	14,207	8,972	20,373
Hollywood Bowl Design Option	5,977	3,656	1,488
KNE Fairfax Alignment Corridor Totals²	79,840	42,142	65,534

Source: U.S. Census Bureau 2021a, 2021c; SCAG 2020a

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).

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.2.2 EXISTING EQUITY FOCUSED COMMUNITIES

A summary of existing EFCs within the RSA of each station for the KNE Fairfax Alignment is provided in Table 3.5-9 (Low-Income Populations), Table 3.5-10 (Minority Populations), and Table 3.5-11 (Zero-Car Households).

**TABLE 3.5-9. LOW-INCOME POPULATIONS WITHIN THE KNE FAIRFAX ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
FAIRFAX ALIGNMENT					
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%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%
KNE Fairfax Corridor Totals²	79,840	11,461	14%	68,379	86%

Source: U.S. Census Bureau 2021d

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

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

**TABLE 3.5-10. MINORITY POPULATIONS WITHIN THE KNE FAIRFAX ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
FAIRFAX ALIGNMENT				
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%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)
KNE Fairfax Alignment Corridor Totals³	79,840	34,652	43.4%	Hispanic or Latino (24%)

Source: U.S. Census Bureau 2021b

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).

³ Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

**TABLE 3.5-11. ZERO-CAR HOUSEHOLDS WITHIN THE KNE FAIRFAX ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
FAIRFAX ALIGNMENT			
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%
Hollywood Bowl Design Option	3,656	760	21%
KNE Fairfax Alignment Corridor Totals¹	42,142	6,584	16%

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

¹ Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.2.3 CRENSHAW/ADAMS STATION

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

3.5.5.2.2.4 MIDTOWN CROSSING STATION

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

3.5.5.2.2.5 WILSHIRE/FAIRFAX STATION

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

3.5.5.2.2.6 FAIRFAX/3RD STATION

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

3.5.5.2.2.7 FAIRFAX/SANTA MONICA STATION

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

3.5.5.2.2.8 LA BREA/SANTA MONICA STATION

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

3.5.5.2.2.9 HOLLYWOOD/HIGHLAND STATION

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

3.5.5.2.3 KNE LA BREA ALIGNMENT

3.5.5.2.3.1 EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a 0.5 mile of stations for the KNE La Brea Alignment is provided in Table 3.5-12. Existing demographic characteristics within the RSA for each station are described in the following subsections.

TABLE 3.5-12. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN THE KNE LA BREA ALIGNMENT RESOURCE STUDY AREA (2019 AND 2021)

ALIGNMENT/STATION NAME	2021 POPULATION TOTAL	2021 HOUSEHOLD TOTAL ¹	2019 EMPLOYMENT TOTAL
LA BREA ALIGNMENT			
Crenshaw/Adams Station	10,955	4,340	2,112
Midtown Crossing Station	10,846	4,092	3,219
Wilshire/La Brea Station	12,361	6,615	9,417
La Brea/Beverly Station	7,323	3,046	5,200
La Brea/Santa Monica Station	13,590	7,849	10,292
Hollywood/Highland Station	14,207	8,972	20,373
Hollywood Bowl Design Option	5,977	3,656	1,488
KNE La Brea Alignment Corridor Totals²	67,966	34,431	48,612

Source: U.S. Census Bureau 2021a, 2021e; SCAG 2020a

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).

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.3.2 EXISTING EQUITY FOCUSED COMMUNITIES

A summary of existing EFCs within the RSA of each station for the KNE La Brea Alignment is provided in Table 3.5-13 (Low-Income Populations), Table 3.5-14 (Minority Populations), and Table 3.5-15 (Zero-Car Households).

**TABLE 3.5-13. LOW-INCOME POPULATIONS WITHIN THE KNE LA BREA ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
LA BREA ALIGNMENT					
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%
Hollywood Bowl Design Option	5,977	1,031	17%	4,946	83%
KNE La Brea Alignment Corridor Totals²	67,966	9,723	14	58,243	86%

Source: U.S. Census Bureau 2021d

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

² Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

**TABLE 3.5-14. MINORITY POPULATIONS WITHIN THE KNE LA BREA ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	POPULATION TOTAL	MINORITY POPULATION ^{1,2}	PERCENT MINORITY	LARGEST MINORITY GROUP (% OF AREA POPULATION)
LA BREA ALIGNMENT				
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%)
Hollywood Bowl Design Option	5,977	2,068	34.60%	Hispanic or Latino (19%)
KNE La Brea Alignment Corridor Totals³	67,966	30,315	44.6%	Hispanic or Latino (26%)

Source: U.S. Census Bureau 2021b

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).

³ Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

**TABLE 3.5-15. ZERO-CAR HOUSEHOLDS WITHIN THE KNE LA BREA ALIGNMENT
 RESOURCE STUDY AREA (2021)**

ALIGNMENT/STATION NAME	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
LA BREA ALIGNMENT			
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%
Hollywood Bowl Design Option	3,656	760	21%
KNE La Brea Alignment Corridor Totals¹	34,431	4,881	14%

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

¹Due to overlapping station RSAs, as shown in Figure 3.5-1, Figure 3.5-2, and Figure 3.5-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

3.5.5.2.3.3 CRENSHAW/ADAMS STATION

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

3.5.5.2.3.4 MIDTOWN CROSSING STATION

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

3.5.5.2.3.5 WILSHIRE/LA BREA STATION

The Wilshire/La Brea Station would be located at the intersection of two commercial corridors in the Miracle Mile District and would be surrounded by the Mid-Wilshire neighborhood, the La Brea neighborhood, the Citrus Square neighborhood, and portions of the Hancock Park neighborhood. Park La Brea is located east of La Brea Avenue. The neighborhoods east of La Brea Avenue and north of Wilshire Boulevard include portions of the Citrus Square and Hancock Park neighborhoods. The Mid-Wilshire neighborhood is located south of Wilshire Boulevard. Hancock Park and Citrus Square are low-density residential neighborhoods comprised of single-family homes. The Mid-Wilshire neighborhood has a mix of single-family homes and apartment buildings. Park La Brea is a residential complex with townhomes and high-rise apartments. Figure 3.5-2 shows very low population densities in the Citrus Square and Hancock Park neighborhoods and a very high population density at Park La Brea. The Mid-Wilshire neighborhood has a population density similar to other stations within the RSA. The Wilshire/La Brea Station RSA household densities are shown in Figure 3.5-2. Similar to the Wilshire/La Brea Station RSA population densities, very low household densities occur in the Citrus Square and Hancock Park neighborhoods and

very high household density occurs at Park La Brea. The Mid-Wilshire neighborhood has household densities similar to other stations within the RSA.

Employment density varies within the Wilshire/La Brea Station RSA. As shown in Figure 3.5-2, higher employment opportunities occur along Highland Avenue and the Miracle Mile neighborhood along Wilshire Boulevard. Generally, residential areas at Park La Brea and south of Wilshire Boulevard in the Mid-Wilshire neighborhood have low employment densities.

3.5.5.2.3.6 LA BREA/BEVERLY STATION

The La Brea/Beverly Station would be located at the intersection of two commercial corridors surrounded by neighborhoods that primarily consist of single-family homes. The La Brea/Beverly Station RSA would be located in the Fairfax District, the Citrus Square neighborhood, and portions of the Hancock Park neighborhood.

Table 3.5-12 indicates generally low total population and total households within the La Brea/Beverly Station RSA. Figure 3.5-2 and Figure 3.5-2 illustrate low population and household densities. The total number of jobs in this area is relatively low, as indicated in Table 3.5-12. As shown in Figure 3.5-2, employment density is low at the La Brea/Beverly Station RSA. Generally, more jobs are located along La Brea Avenue and Melrose Avenue where retail activity occurs.

3.5.5.2.3.7 LA BREA/SANTA MONICA STATION

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

3.5.5.2.3.8 HOLLYWOOD/HIGHLAND STATION

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

3.5.5.2.4 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option would be located in Hollywood and the Hollywood Hills area that includes the Whitley Heights, Hollywood Dell, and Hollywood Heights neighborhoods in the City of Los Angeles. The Hollywood Bowl Design Option would be surrounded by the Los Angeles County-owned Hollywood Bowl facilities. As shown in Figure 3.5-1, population densities are very low since the land area surrounding the Hollywood Bowl Design Option is dedicated to the Hollywood Bowl, Ford Amphitheatre, and undeveloped public facilities uses. The Hollywood Dell neighborhood is located east of Cahuenga Boulevard, and the Whitley Heights and Hollywood Heights neighborhoods are located west of Highland Avenue and north of Franklin Avenue. All neighborhoods are comprised of single-family residences. Population densities within these neighborhoods are low. Household densities mirror the population densities shown in Figure 3.5-2. EFCs exist in the Hollywood Bowl Design Option RSA and are located east of Highland Avenue and south of Franklin Avenue; however, these communities are in closer proximity to the Hollywood/Highland Station.

The Hollywood Bowl is a cultural landmark and regional destination for live music that holds approximately 100 annual events and hosts over one million annual visitors (Los Angeles County 2022). Other activity centers within the station RSA for the Hollywood Bowl Design Option include the Ford Amphitheatre, the Hollywood Heritage Museum, and public parklands. Despite the high volume of activity from the Hollywood Bowl, the station RSA for the Hollywood Bowl Design Option has the lowest employment numbers, as indicated in Table 3.5-4. As shown in Figure 3.5-2, the Hollywood Bowl Design Option RSA shows low employment densities.

3.5.5.2.5 MAINTENANCE AND STORAGE FACILITY

3.5.5.2.5.1 EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

KNE would require an MSF capable of supporting full-service maintenance of project equipment and vehicles. Table 3.5-16 shows the existing population, household, and employment demographic estimates for the MSF. As shown in Table 3.5-2 through Table 3.5-4 above, population, household and employment are estimated to increase approximately 21 percent (population), 31 percent (household), and 16 percent (employment) between 2020 and 2045 in the City of Los Angeles. Figure 3.5-4 through Figure 3.5-6 illustrate existing population, household, and employment within the MSF RSA, respectively.

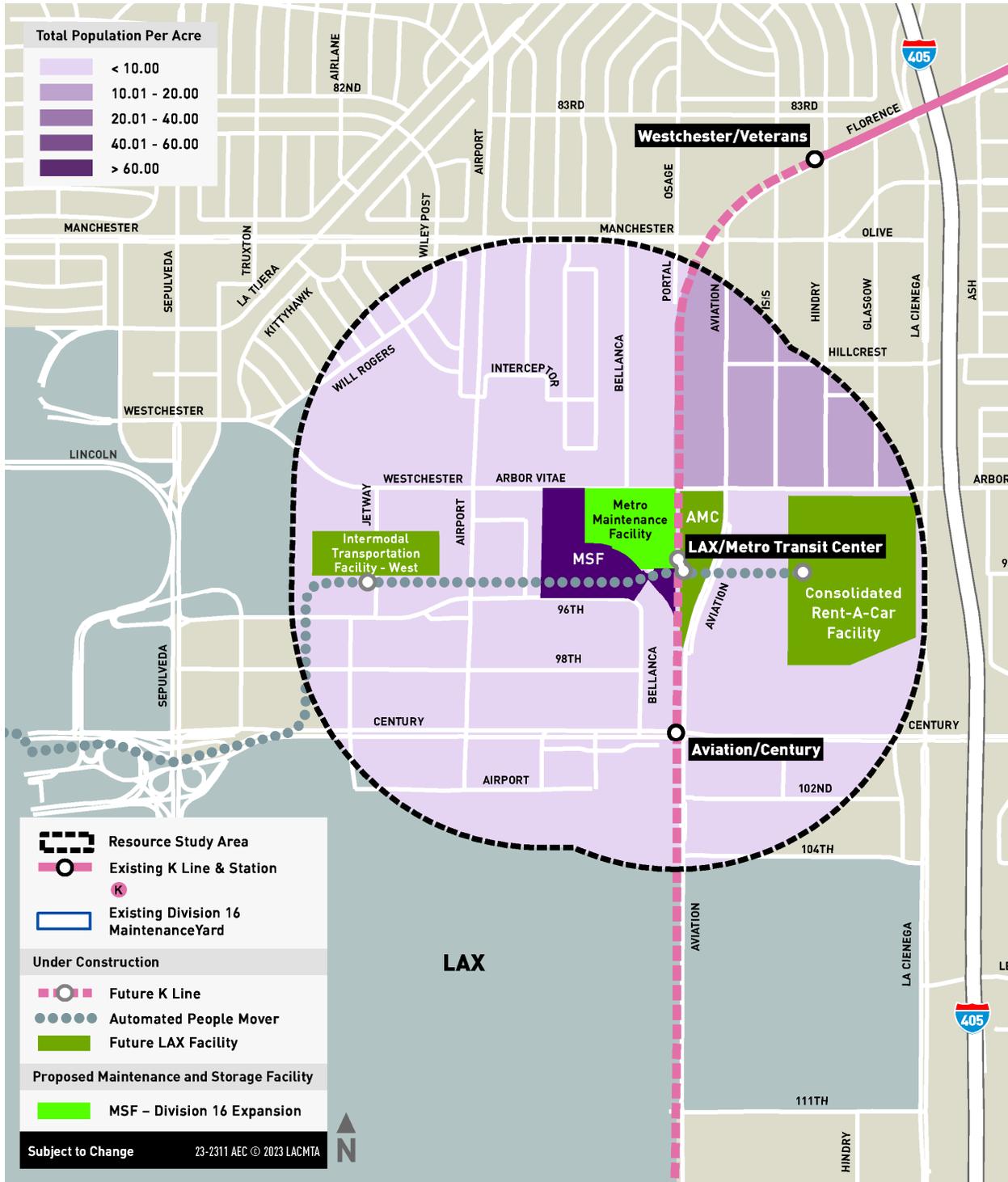
TABLE 3.5-16. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN MSF RESOURCE STUDY AREA

PROPOSED MSF	2021 POPULATION TOTAL	2021 HOUSEHOLD TOTAL ¹	2019 EMPLOYMENT TOTAL
MSF	3,511	1,428	2,908

Source: U.S. Census Bureau 2021a, 2021c; SCAG 2020a

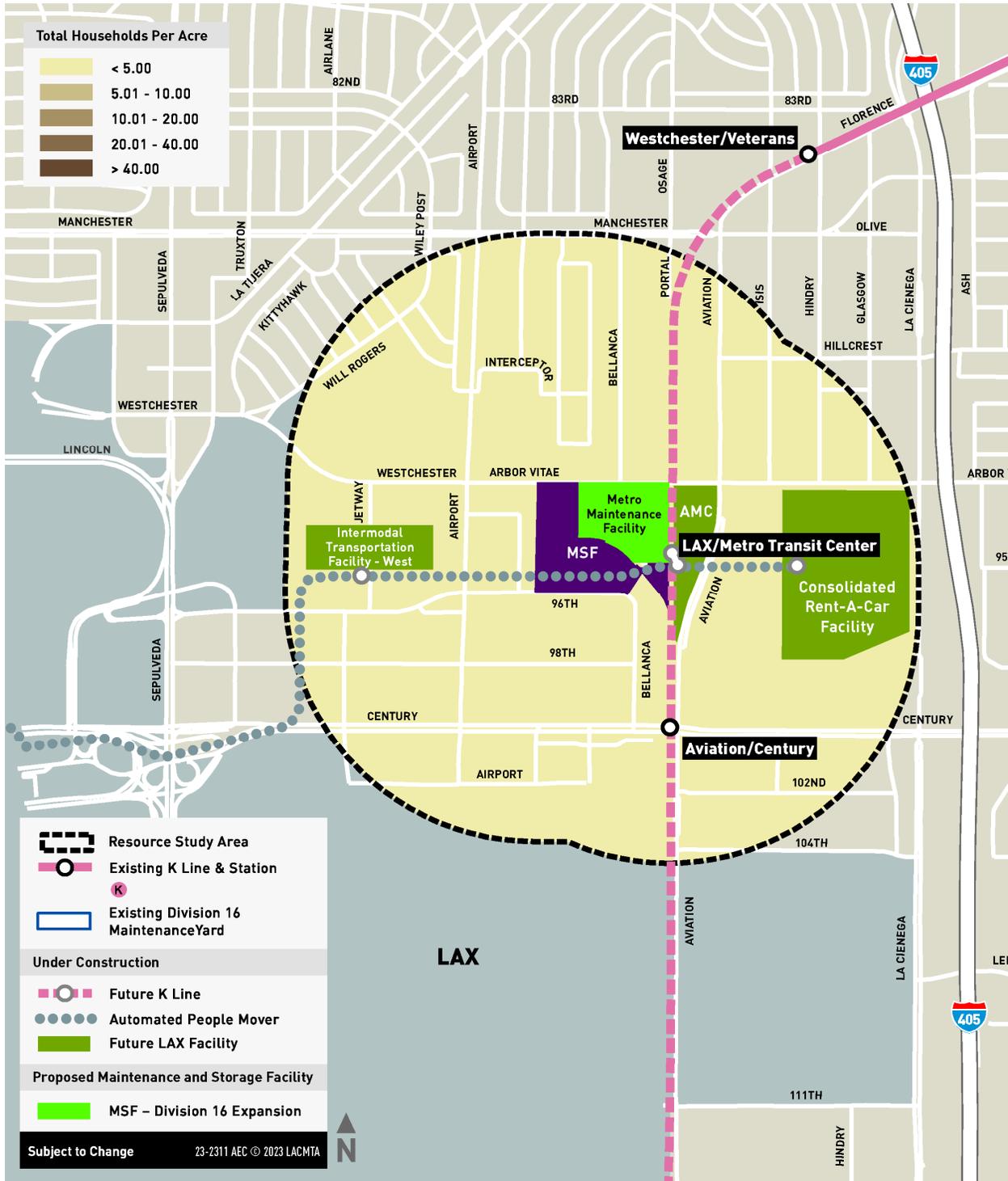
¹ Household total equals the total number of household units. A housing unit may be a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or, if vacant, intended for occupancy) as separate living quarters (Table ID: B25001).

FIGURE 3.5-4. EXISTING POPULATION WITHIN MSF RESOURCE STUDY AREA (2021)



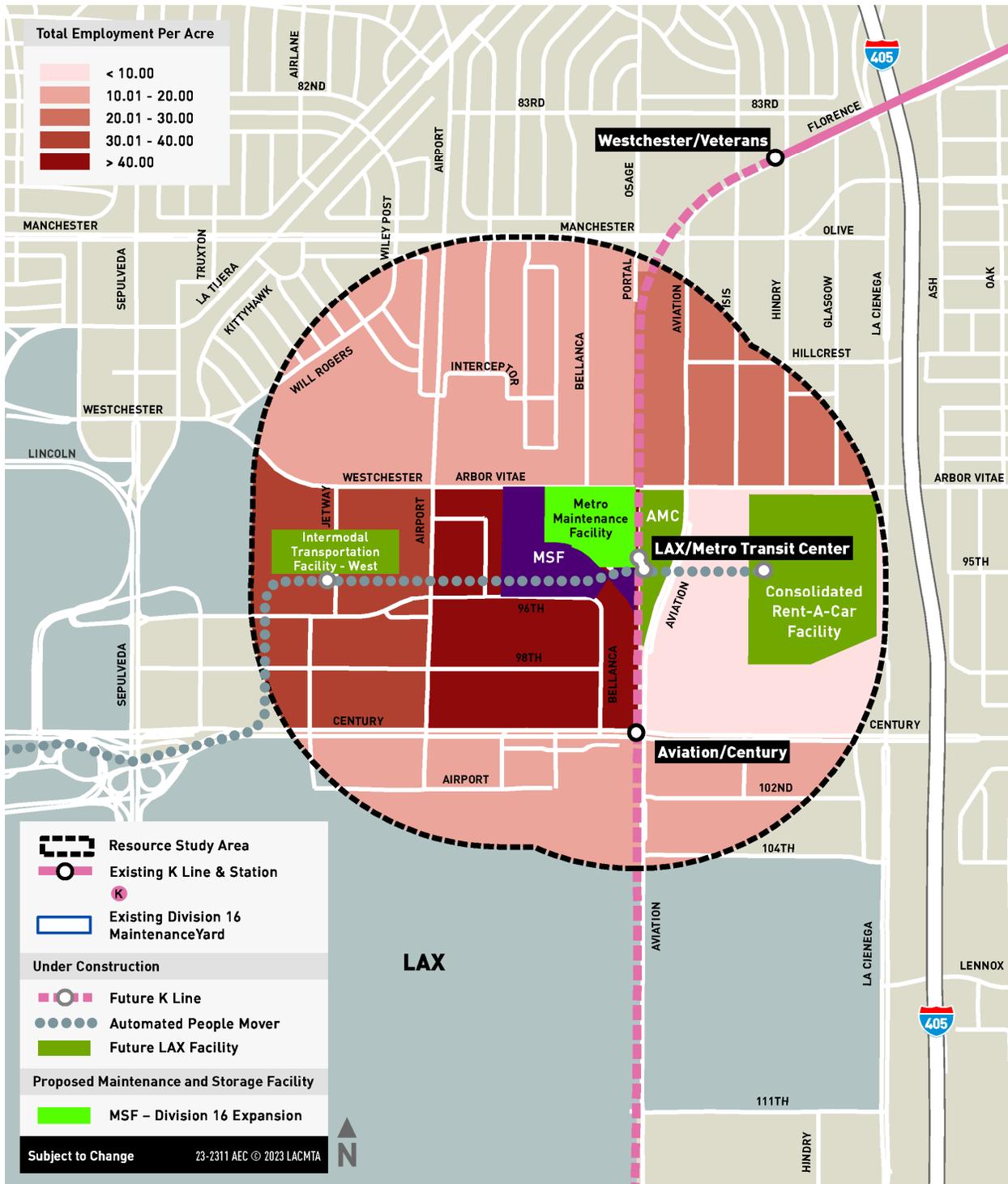
Source: U.S. Census Bureau 2021a

FIGURE 3.5-5. EXISTING HOUSEHOLDS WITHIN MSF RESOURCE STUDY AREA (2021)



Source: U.S. Census Bureau 2021c

FIGURE 3.5-6. EXISTING EMPLOYMENT WITHIN MSF RESOURCE STUDY AREA (2019)



Source: SCAG 2020a

3.5.5.2.5.2 EXISTING EQUITY FOCUSED COMMUNITIES

A summary of EFCs within a 0.5 mile of the MSF RSA is provided in Table 3.5-17 (Low-Income), Table 3.5-18 (Minority), and Table 3.5-19 (Zero-Car Households).

TABLE 3.5-17. LOW-INCOME POPULATIONS WITHIN MSF RESOURCE STUDY AREA (2021)

PROPOSED MSF	POPULATION TOTAL	POPULATION BELOW POVERTY LEVEL ¹	PERCENT BELOW POVERTY	POPULATION ABOVE POVERTY LEVEL	PERCENT ABOVE POVERTY
MSF	3,511	6,05	17%	2,906	83%

Source: U.S. Census Bureau 2021d

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

TABLE 3.5-18. MINORITY POPULATIONS WITHIN MSF RESOURCE STUDY AREA (2021)

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 2021b

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 3.5-19. ZERO-CAR HOUSEHOLDS WITHIN MSF RESOURCE STUDY AREA (2021)

PROPOSED MSF	HOUSEHOLD TOTAL	ZERO-CAR HOUSEHOLDS	PERCENT OF ZERO-CAR HOUSEHOLDS
MSF	1,428	161	11%

Source: U.S. Census Bureau 2021c, 2021e

3.5.6 PROJECT MEASURES

Project measures are design features, best management practices, or other commitments that Metro would implement as part of all proposed alignments and stations, the design option, and the MSF to reduce or avoid environmental effects associated with project construction and operation. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact’s significance level. Where applicable, project measures are also discussed in Section 3.5.7 as part of the evaluation of environmental impacts.

No project measures specific to communities, population, and housing have been identified.

3.5.7 IMPACT EVALUATION AND MITIGATION MEASURES

This analysis presents the construction and operational impacts for communities, population, and housing, as well as any applicable mitigation measures associated with KNE. A summary of the impact conclusions and applicable mitigation measures is found in Table 3.5-23 in Section 3.5.7.4.

3.5.7.1 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)?

3.5.7.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.5.7.1.1.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the KNE San Vicente–Fairfax Alignment 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 and would not need to relocate to the RSA. As a result, growth projections identified in the SCAG 2020 RTP/SCS would not be exceeded. Construction activities associated with the alignment would not induce substantial unplanned population growth, either directly or indirectly. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during construction.

3.5.7.1.1.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the KNE San Vicente–Fairfax Alignment would not result in substantial changes to existing populations in the station RSAs. The alignment would not include development of new housing or businesses that would directly induce population growth. However, operation of the alignment 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. Table 3.5-20 As shown in Table 3.5-20, total population growth within a 0.5 mile of the stations is anticipated to increase approximately 37 percent between 2021 and 2045, with the Wilshire/Fairfax Station having the greatest potential population increase, at approximately 62 percent. Household growth between 2021 and 2045 is anticipated to increase by approximately 38 percent, with the Wilshire/Fairfax Station having the greatest percentage of growth increase of approximately 68 percent. Employment growth between 2019 and 2045 is anticipated to increase by approximately 16 percent, with the Fairfax/Santa Monica Station having the greatest percentage of growth increase of approximately 50 percent. The anticipated population, household, and employment growth forecasts within the station RSAs for the alignment are consistent with the City of Los Angeles, City of West Hollywood, and Los Angeles County growth projections.

**TABLE 3.5-20. POPULATION, HOUSEHOLD, AND EMPLOYMENT GROWTH WITHIN 0.5 MILE OF PROPOSED STATIONS:
 KNE SAN VICENTE–FAIRFAX ALIGNMENT**

STATION RSA	POPULATION % GROWTH (2021 TO 2045)	HOUSEHOLD % GROWTH (2021 TO 2045)	EMPLOYMENT % GROWTH (2019 TO 2045)
Crenshaw/Adams Station	60.5	63.1	19.6
Midtown Crossing Station	49.2	46.1	21.1
Wilshire/Fairfax Station	62.1	68.1	6.2
Fairfax/3 rd Station	42.1	52.4	6.5
La Cienega/Beverly Station	54.5	55.6	6.1
San Vicente/Santa Monica Station	23.8	38.2	46.2
Fairfax/Santa Monica Station	20.5	29.3	49.5
La Brea/Santa Monica Station	15.1	15.0	42.6
Hollywood/Highland Station	37.9	26.4	3.0
Hollywood Bowl Design Option	65.0	52.5	17.4
KNE San Vicente–Fairfax Alignment Corridor Totals	36.5	37.5	16.4

Source: U.S. Census Bureau 2021, SCAG 2020a

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 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. Operation of the alignment would not induce substantial unplanned population growth, either directly or indirectly. Therefore, the KNE San Vicente–Fairfax Alignment would have a less than significant impact during operation.

3.5.7.1.2 KNE FAIRFAX ALIGNMENT

3.5.7.1.2.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the KNE Fairfax Alignment 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 SCAG 2020 RTP/SCS would not be exceeded. Therefore, the KNE Fairfax Alignment would have a less than significant impact during construction.

3.5.7.1.2.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the KNE Fairfax Alignment would not result in substantial changes to existing populations in the station RSAs. The alignment would not include development of new housing or businesses that would directly induce population growth. However, operation of the alignment 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 3.5-21, total population growth within a 0.5 mile of the stations is anticipated to increase approximately 36 percent under the alignment between 2021 and 2045, with the Wilshire/Fairfax Station having the greatest potential population increase, at approximately 62 percent. Household growth between 2021 and 2045 is anticipated to increase by approximately 36 percent, with the Wilshire/Fairfax Station having the greatest percentage of growth increase of approximately 68 percent. Employment growth between 2019 and 2045 is anticipated to increase by approximately 15 percent, with the Fairfax/Santa Monica Station having the greatest percentage of growth increase of approximately 50 percent. The anticipated population, household, and employment growth forecasts within the station RSAs for the alignment are consistent with the City of Los Angeles, City of West Hollywood, and Los Angeles County growth projections.

TABLE 3.5-21. POPULATION, HOUSEHOLD, AND EMPLOYMENT GROWTH WITHIN 0.5 MILE OF PROPOSED STATIONS: KNE FAIRFAX ALIGNMENT

STATION RSA	POPULATION % GROWTH (2021 TO 2045)	HOUSEHOLD % GROWTH (2021 TO 2045)	EMPLOYMENT % GROWTH (2019 TO 2045)
Crenshaw/Adams Station	60.5	63.1	19.6
Midtown Crossing Station	49.2	46.1	21.1
Wilshire/Fairfax Station	62.1	68.1	6.2
Fairfax/3 rd Station	42.1	52.4	6.5
Fairfax/Santa Monica Station	20.5	29.3	49.5
La Brea/Santa Monica Station	15.1	15.0	42.6
Hollywood/Highland Station	37.9	26.4	3.0
Hollywood Bowl Design Option	65.0	52.5	17.4
KNE Fairfax Alignment Corridor Totals	36.5	35.5	14.8

Source: U.S. Census Bureau 2021, SCAG 2020a

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 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. Operation of the alignment would not induce substantial unplanned population growth, either directly or indirectly. Therefore, the KNE Fairfax Alignment would have a less than significant impact during operation.

3.5.7.1.3 KNE LA BREA ALIGNMENT

3.5.7.1.3.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the KNE La Brea Alignment 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 SCAG 2020 RTP/SCS would not be exceeded. Therefore, the KNE La Brea Alignment would have a less than significant impact during construction.

3.5.7.1.3.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the KNE La Brea Alignment would not result in substantial changes to existing populations in the station RSAs. The alignment would not include development of new housing or businesses that would directly induce population growth. However, operation of the alignment 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 3.5-22, total population growth within a 0.5 mile of the stations is anticipated to increase approximately 42 percent for the alignment between 2021 and 2045. Household growth between 2021 and 2045 is anticipated to increase by 37 percent, with the Crenshaw/Adams Station having the greatest percentage of growth increase of approximately 63 percent. Employment growth between 2019 and 2045 is anticipated to increase by approximately 16 percent, with the La Brea/Santa Monica Station having the greatest percentage of growth increase of approximately 43 percent.

TABLE 3.5-22. POPULATION, HOUSEHOLD, AND EMPLOYMENT GROWTH WITHIN 0.5 MILE OF PROPOSED STATIONS: KNE LA BREA ALIGNMENT

STATION RSA	POPULATION % GROWTH (2021 TO 2045)	HOUSEHOLD % GROWTH (2021 TO 2045)	EMPLOYMENT % GROWTH (2019 TO 2045)
Crenshaw/Adams Station	60.5	63.1	19.6
Midtown Crossing Station	49.2	46.1	21.1
Wilshire/La Brea Station	53.3	48.6	9.4
La Brea/Beverly Station	34.8	36.4	14.5
La Brea/Santa Monica Station	17.0	17.6	42.7
Hollywood/Highland Station	37.9	26.4	3.0
Hollywood Bowl Design Option	65.0	52.5	17.4
KNE La Brea Alignment Corridor Totals	41.8	36.9	15.8

Source: U.S. Census Bureau 2021, SCAG 2020a

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. Operation of the alignment would not induce substantial unplanned population growth, either directly or indirectly. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

3.5.7.1.4 HOLLYWOOD BOWL DESIGN OPTION

3.5.7.1.4.1 CONSTRUCTION IMPACTS

Less than Significant Impact. Construction of the Hollywood Bowl Design Option would be similar to the construction activities required for the alignments 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 would not be exceeded. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during construction.

3.5.7.1.4.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of the Hollywood Bowl Design Option would be similar to the operation activities required for the alignments 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 3.5-20, total population growth within the RSA for the design option is anticipated to increase approximately 65 percent between 2021 and 2045. Household growth is anticipated to increase by 53 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 are consistent with the City of Los Angeles and County of Los Angeles growth projections.

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, the Hollywood Bowl Design Option would have a less than significant impact during operation.

3.5.7.1.5 MAINTENANCE AND STORAGE FACILITY

3.5.7.1.5.1 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 would not be exceeded. Therefore, the MSF would have a less than significant impact during construction.

3.5.7.1.5.2 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 stations, implementation of the MSF would not indirectly affect growth and development in the RSA because the MSF would not provide transit connections and thus not encourage growth and economic development in surrounding communities. Although, operation of the MSF would create new jobs for maintaining and servicing the light rail transit vehicles, increases in employment within the MSF RSA is consistent with the 2020 RTP/SCS plan and growth projections. Operation of the MSF would not induce unplanned population growth, either directly or indirectly. Therefore, the MSF would have a less than significant impact during operation.

3.5.7.2 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?

3.5.7.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.5.7.2.1.1 CONSTRUCTION IMPACTS

No Impact. Construction of the KNE San Vicente–Fairfax Alignment would not require acquisition of residential parcels, nor would it displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

3.5.7.2.1.2 OPERATIONAL IMPACTS

No Impact. Operation of the KNE San Vicente–Fairfax Alignment 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, the KNE San Vicente–Fairfax Alignment would have no impact during operation.

3.5.7.2.2 KNE FAIRFAX ALIGNMENT

3.5.7.2.2.1 CONSTRUCTION IMPACTS

No Impact. Construction of the KNE Fairfax Alignment would not require acquisition of residential parcels, nor would it displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.5.7.2.2.2 OPERATIONAL IMPACTS

No Impact. Operation of the KNE Fairfax Alignment 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, the KNE Fairfax Alignment would have no impact during operation.

3.5.7.2.3 KNE LA BREA ALIGNMENT

3.5.7.2.3.1 CONSTRUCTION IMPACTS

No Impact. Construction of the KNE La Brea Alignment would not require acquisition of residential parcels, nor would it displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the KNE La Brea Alignment would have no impact during construction.

3.5.7.2.3.2 OPERATIONAL IMPACTS

No Impact. Operation of the KNE La Brea Alignment 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, the KNE La Brea Alignment would have no impact during operation.

3.5.7.2.4 HOLLYWOOD BOWL DESIGN OPTION

3.5.7.2.4.1 CONSTRUCTION IMPACTS

No Impact. Construction 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, the Hollywood Bowl Design Option would have no impact during construction.

3.5.7.2.4.2 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, the Hollywood Bowl Design Option would have no impact during operation.

3.5.7.2.5 MAINTENANCE AND STORAGE FACILITY

3.5.7.2.5.1 CONSTRUCTION IMPACTS

No Impact. Construction of the proposed MSF would not require acquisition of residential parcels. Construction activities would not displace substantial numbers of existing people or housing, nor necessitate construction of replacement housing elsewhere. Therefore, the MSF would have no impact during construction.

3.5.7.2.5.2 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, the MSF would have no impact during operation.

3.5.7.3 MITIGATION MEASURES

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

3.5.7.4 SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

Table 3.5-23 summarizes the communities, population, and housing impact significance conclusions and applicable mitigation measures. As indicated above, there are no significant communities, population, and housing impacts that would require mitigation.

TABLE 3.5-23. KNE SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

IMPACT		IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES				
		KNE SAN VICENTE–FAIRFAX ALIGNMENT	KNE FAIRFAX ALIGNMENT	KNE LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact CMN-1: Unplanned Population Growth	Impact Before Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS	Construction: LTS Operation: LTS
Impact CMN-2: Population and Housing Displacement	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact

Source: Connect Los Angeles Partners 2023
 LTS = less than significant