



APPENDIX 3.10-A **KNE GROWTH INDUCING IMPACTS**  
**TECHNICAL REPORT**

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# GROWTH INDUCING IMPACTS TECHNICAL REPORT

## K LINE NORTHERN EXTENSION



**Metro**

JULY 2024

# K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

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## Growth Inducing Impacts Technical Report

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JULY 2024

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## ABBREVIATIONS / ACRONYMS

ACRONYM	DEFINITION
AA	Alternatives Analysis
ACS	American Community Survey
Advanced AA	Advanced Alternatives Analysis
BMP	best management practices
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
Division 16	Division 16 Southwestern Maintenance Yard
EIR	environmental impact report
EMP	Employment
GHG	greenhouse gas
HH	Households
IRC	Infrastructure, Resources, and Conservation
LACMA	Los Angeles County Museum of Art
LAX	Los Angeles International Airport
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
MPO	Metropolitan Planning Organization
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
O&M	operations and maintenance
OSHA	Occupational Safety and Health Administration
Project	K Line Northern Extension Project
RHNA	Regional Housing Needs Assessment
RSA	Resource Study Area

ACRONYM	DEFINITION
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCS	Sustainable Community Strategies
SEM	sequential excavation method
TBM	tunnel boring machine
TMP	Traffic Management Plan
TOD	transit-oriented development

# 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 growth inducement. 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 growth inducement, 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's 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

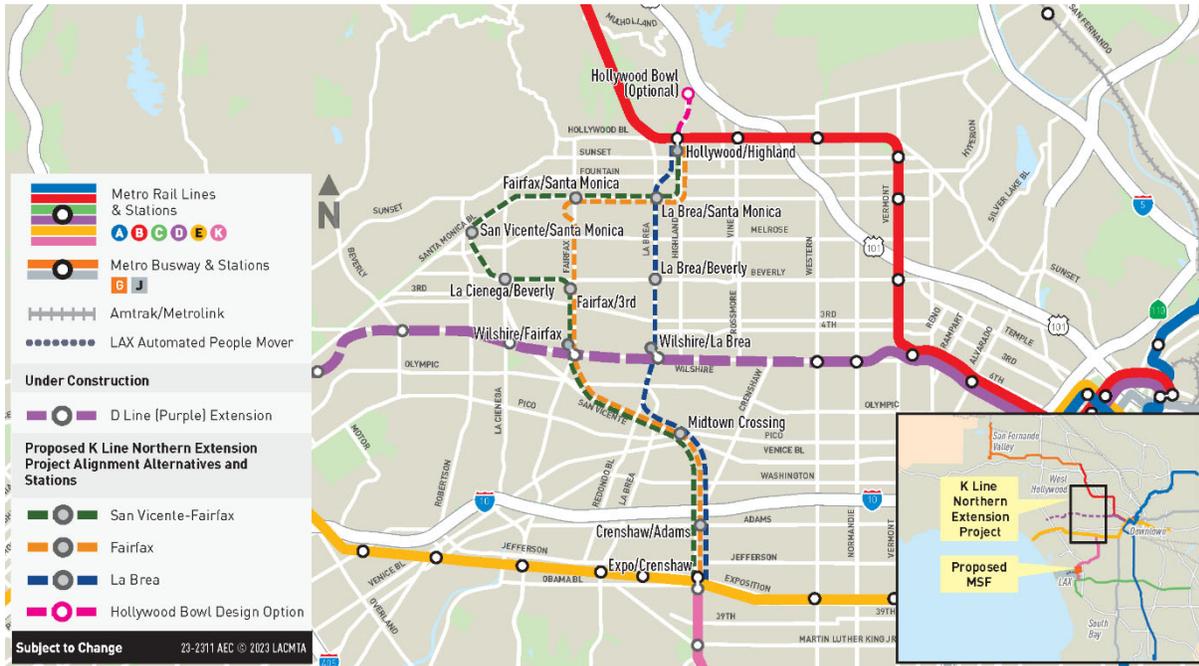
As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel 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**

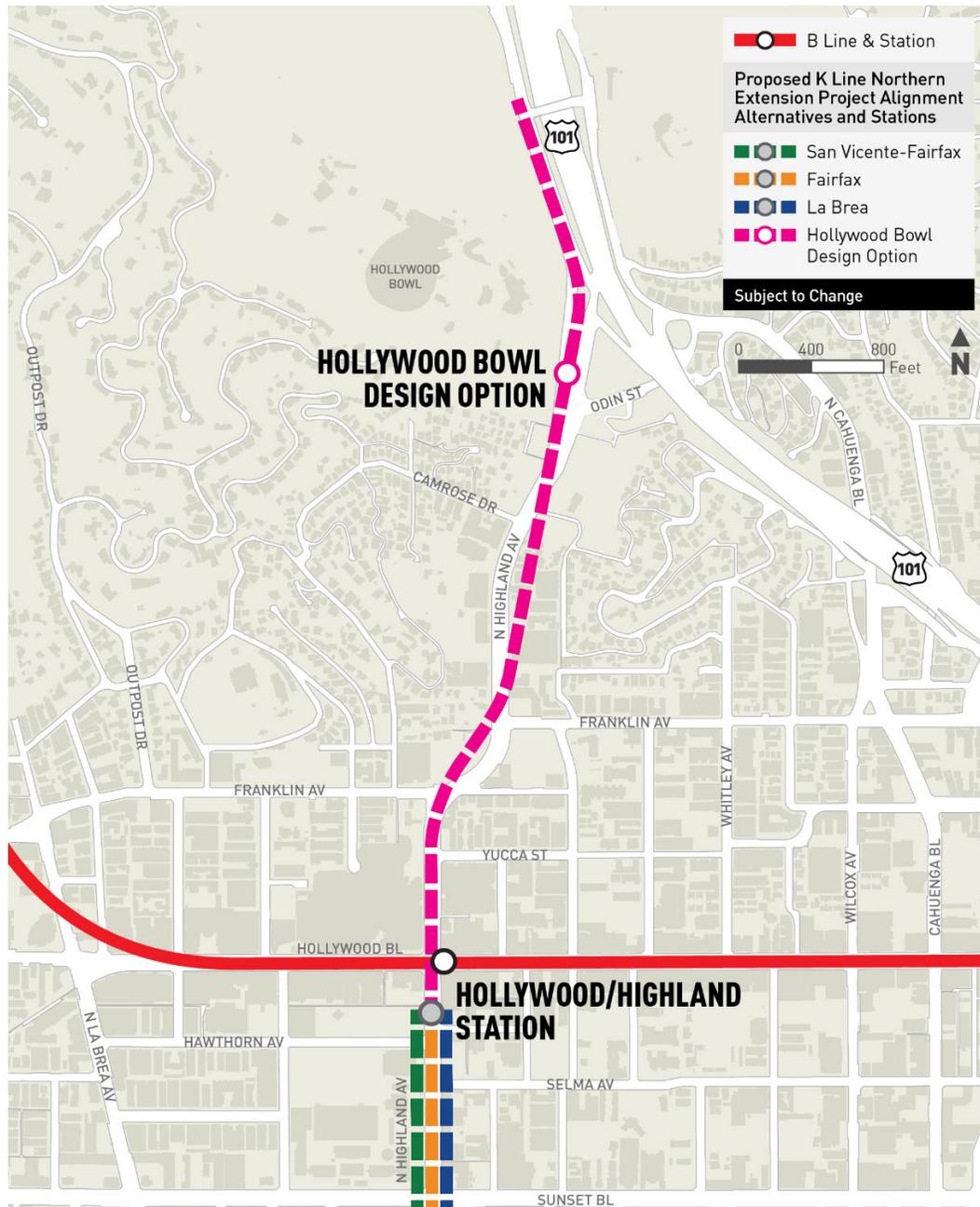
STATION	SAN VICENTE-FAIRFAX	FAIRFAX	LA BREA
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3 <sup>rd</sup> (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/Santa Monica (City 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 contact 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 growth inducement are identified and discussed in this technical report.

## CHAPTER 3 REGULATORY FRAMEWORK

This section describes the federal, state, regional, and local regulatory framework as it relates to growth inducement.

### 3.1 FEDERAL REGULATIONS

There are no federal regulations applicable to this Project regarding growth inducement.

### 3.2 STATE REGULATIONS

#### 3.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The CEQA Guidelines require an assessment of the ways in which the Project could promote economic or population growth in the vicinity of the Project (CEQA Section 15126.2[e]). Growth inducement may occur if the Project fosters “economic or population growth, or the construction of additional housing, either directly or indirectly.” The CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations) state that growth in any area should not be assumed to be “necessarily beneficial, detrimental, or of little significance to the environment.”

#### 3.2.2 CALIFORNIA DEPARTMENT OF TRANSPORTATION GUIDANCE

The Division of Environmental Analysis administers the California Department of Transportation’s (Caltrans) responsibilities under federal and state environmental law. The Caltrans Standard Environmental Reference contains information appropriate to all transportation projects developed under Caltrans, and to all local agency highway or local streets and roads projects with funding or approvals by the Federal Highway Administration. Procedures regarding growth inducing impacts can be found in Guidance for Preparers of Growth-related, Indirect Impact Analyses (Caltrans 2006), which specifically deals with the subset of indirect effects associated with highway projects that encourage or facilitate land use or development that changes the location, rate, type, or amount of growth—and are referred to in the guidance as “growth-related impacts.” In California, projects are rarely designed to encourage or facilitate growth. Most Caltrans capacity-increasing projects are proposed as a response to traffic congestion that results from growth that has already occurred or will soon occur, rather than attracting new growth to an area that otherwise would not receive it. From this perspective, growth causes the project—the project is not designed to cause growth. Hence, when California projects have growth-related impacts, it is usually an unintended outcome of the project (Caltrans 2006).

Even if the intended effect is to respond to growth that has occurred or is projected to occur, an unintended result of reducing congestion could be to increase accessibility—which could, in turn, affect the timing and location of additional growth and possibly drive growth into areas where growth was not planned or may not otherwise be foreseeable. This growth also could result in increased pressure on resources in the area (Caltrans 2006).

### 3.2.3 SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SENATE BILL 375, CHAPTER 728)

Senate Bill (SB) 375, Chapter 728 sets up a collaborative process between Metropolitan Planning Organizations (MPOs) and the California Air Resources Board (CARB) to establish greenhouse gas (GHG) emission targets for each region in the state. SB 375 requires MPOs in California to develop Sustainable Community Strategies (SCS)—a regional land use plan—as an integral part of their Regional Transportation Plan (RTP) to lower GHG emissions. The SCS plan seeks to decrease GHG emissions by reducing sprawl, co-locating uses to shorten necessary trips such as commutes or home to store, and by complementary transportation/transit and land use planning. SB 375 requires transportation planning projects to comply with the SCS to receive state funding and creates a streamlining mechanism that allows projects that meet regional sustainable community strategies to qualify for CEQA exemptions.

### 3.2.4 CALIFORNIA GOVERNMENT CODE SECTION 65300 - 65303.4

California Government Code Section “Authority for and Scope of General Plans” [Sections 65300 - 65303.4] requires that each county and city adopt a general plan with eight mandatory elements to guide long-term growth. The code states:

*Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.*

Mandatory elements in Section 65302 required for each county and city’s general plan are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

## 3.3 REGIONAL REGULATIONS

### 3.3.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the MPO 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 forecasts 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 2020-2045 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.

## 3.4 LOCAL REGULATIONS

The allocation of growth is devised at the local government level by a combination of zoning and policy incentives set by the local jurisdictions, which include the City of Los Angeles, City of West Hollywood, and the County of Los Angeles. Other plans and policies may also factor into a jurisdiction's land use planning, such as policies to promote transit-oriented development (TOD). Many of these are described in the KNE Communities, Population and Housing Technical Report.

In the context of growth inducing impacts, the focus is on whether and how infrastructure availability and capacity fosters or constrains growth—and whether those anticipated impacts align with local jurisdictions' policies. In addition, the anticipated impact of the transit stations and service would be growth concentrated around the station locations, as is the ambition and preparation of TOD policies and plans. Therefore, the policies referenced here address the connection between infrastructure provision and economic growth, in relation to growth inducing impacts.

### 3.4.1 CITY OF LOS ANGELES

#### 3.4.1.1 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.

#### FRAMEWORK ELEMENT

The City of Los Angeles General Plan Framework Element is intended to guide the city's long-range growth and development. The Framework Element is an evolution of the Centers Concept, which provides fundamental guidance regarding the city's future. The Framework establishes citywide

planning policies regarding economic development, housing, land use, urban form, neighborhood design, transportation, infrastructure, and public services. Relevant policies and reports are as follows:

- **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.
- **Growth and Infrastructure Report:** The Department of City Planning is responsible for producing a periodic report on Growth and Infrastructure, which provides detailed information on City demographics, development activity, infrastructure, and public facilities. The report is a program of the Framework Element of the General Plan. Its aim is to synthesize information about the City's growth and infrastructure in one place. As of 2019 the Growth and Infrastructure Report has been integrated into the General Plan Annual Progress Report and the Housing Element Annual Progress Report.

### 3.4.1.2 HOLLYWOOD COMMUNITY PLAN

The Hollywood Community Plan was first adopted in 1988 and recently updated and adopted by the Los Angeles City Council in May 2023. The Hollywood Community Plan does not seek to promote nor to hinder growth but accepts the likelihood that growth will occur 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.

## 3.4.2 CITY OF WEST HOLLYWOOD

### 3.4.2.1 WEST HOLLYWOOD 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.

## CHAPTER 4    **METHODOLOGY AND SIGNIFICANCE THRESHOLDS**

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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 growth inducement. This section describes the methodology that was applied to assess whether growth inducing impacts of the Project are anticipated.

The growth inducement analysis considers population, household, and employment growth that would occur with implementation of the Project and whether this growth is within local or regional forecasts and/or would cause a burden on planned resources. Summarizing the CEQA Guidelines at Section 15126.2(e), an analysis of growth inducing impacts assesses whether the Project could promote economic or population growth in the vicinity of the Project or remove obstacles to population growth. Moreover, the Project-related growth should not lead to a degradation of environmental quality such as increased noise or deterioration of air quality. CEQA Guidelines state that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment.

### **4.1 METHODOLOGY**

SCAG works with local jurisdictions to develop a growth forecast and accompanying land use allocation that reflect their individual planning efforts and community priorities based on the general plans from each jurisdiction (such as those described in Section 3.3). These estimates and projections are used for long-range planning efforts such as the RTP/SCS. These projections allow state and local agencies to assess the infrastructure needed to support the locations where growth is anticipated.

This assessment of the Project's growth inducing potential uses these projections for the proposed station areas as a guide to assess whether potential growth is unanticipated. This unanticipated impact is assessed through construction of the Project, operation of the Project, the market response to the Project's operations, and the improved accessibility/mobility it provides in terms of economic development/TOD in the proposed station areas and change in land uses.

Demographic data describing existing populations and households was collected from the U.S. Census Bureau American Community Survey (ACS) 5-year estimates. Because the ACS data describe metrics by place of residence, a separate source was consulted for employment. The employment data, which measures employment by job location and not location of residence, was sourced from the SCAG 2020 RTP/SCS. All forecasted year data was derived from the SCAG 2020 RTP/SCS.

As described further in Section 5.2, two resource study areas (RSAs) were identified for each proposed station (quarter-mile radius and half-mile radius) and one was identified for the MSF (half-mile radius).

This growth inducement analysis also incorporates the findings of the following KNE technical reports:

- Land Use and Planning
- Transportation
- Public Services and Recreation
- Communities, Population and Housing

## 4.2 CEQA SIGNIFICANCE THRESHOLDS

According to the 2022 CEQA Guidelines, growth inducement alone is not considered an environmental impact, but it may reasonably be anticipated to lead to environmental impacts. Therefore, CEQA requires the analysis of a project’s potential to induce growth. Section 15126.2(e) of the state CEQA Guidelines requires that environmental documents “...discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Included in this definition are projects that would remove obstacles to population growth.

CEQA guidance does not specify thresholds for what constitutes a significant impact. For the purpose of this technical report, impacts are considered significant if they directly (through construction or operations of the Project) or indirectly (through subsequent TOD) lead to actions that create unanticipated demand for housing, community and public services, or additional infrastructure. Indirect or secondary effects are defined as effects caused by the Project that occur later in time or are farther removed in distance but are still reasonably foreseeable. Such demands can arise if the induced growth occurs in locations for which it has not been planned, or is of a magnitude that exceeds planned capacities, or otherwise leads to a degradation of environmental quality, such as increased noise, water, or air quality.

The following thresholds apply to the assessment of potential growth inducement. The Project would have a significant impact related to growth inducement if:

- **Impact GRW-1:** Operation and maintenance of the Project would foster unanticipated economic growth or changes that are reasonably foreseen to diminish environmental quality.
- **Impact GRW-2:** Construction, operation, and maintenance of the Project would foster unanticipated population growth or growth that is reasonably foreseen to diminish environmental quality.
- **Impact GRW-3:** Riders’ use of the Project would increase the attractiveness of proposed station areas (i.e., within the RSAs) to a degree that unanticipated economic development occurs or is reasonably foreseen to diminish environmental quality.
- **Impact GRW-4:** Operation of the Project would lead to the transition of land uses inconsistent with planned uses within the RSAs.

## CHAPTER 5 EXISTING SETTING

The Project would be in an area that includes the Cities of Los Angeles and West Hollywood. This chapter presents information on historical and forecasted growth near and/or within the RSA, as defined in Section 5.2. The area of analysis for growth inducement is primarily the RSA, with some discussion of anticipated growth in the region.

### 5.1 REGIONAL SETTING

SCAG is the largest MPO in the nation, with nearly 19 million residents, representing a region of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. This region is a major hub of global economic activity, representing the 16th largest economy in the world, and is considered the nation's gateway for international trade, with two of the largest ports in the nation (SCAG 2019).

In 2018, 53.7 percent of the total population of the SCAG Region resided in Los Angeles County. The Cities of Los Angeles and West Hollywood are located in Los Angeles County. A diverse mix of land uses are located within the two cities, including single-family and multifamily residential neighborhoods, commercial and retail uses, offices, parks and recreational facilities, religious centers, health and medical uses, historical structures, an airport (LAX), and educational institutions. Notable landmarks within the RSA areas include the Los Angeles County Museum of Art (LACMA), the Original Farmers Market, The Grove, Cedars-Sinai Medical Center, the Beverly Center, West Hollywood's Rainbow District, the Pacific Design Center, the Sunset Strip, the Hollywood Walk of Fame, and the Hollywood Bowl.

The area is currently served by multiple transit services. Services are provided by Metro, the Los Angeles Department of Transportation, Santa Monica Big Blue Bus, and West Hollywood Cityline Shuttles. Transit service types include light rail transit, heavy rail transit, rapid bus, express bus, limited bus, and local bus lines.

The subsections below describe historic growth drivers, population and households, employment, and future growth projections in Los Angeles County, the Cities of Los Angeles and West Hollywood, and the SCAG region overall.

#### 5.1.1 HISTORIC GROWTH DRIVERS

Economic and population growth in the SCAG region is driven by proximity to the Ports of Los Angeles and Long Beach, by the presence of LAX and nearby attractions, and comparative job opportunity relative to other parts of California and the U.S. Whereas population growth was once driven by fertility rates, it is now driven by net migration, resulting in a high foreign-born population. The region's job opportunities and natural amenities attract new households to the region. The high cost of living and shortage of affordable housing offset growth for some areas and demographics; plans to address the housing demand and support the growing labor force are discussed further in the KNE Communities, Population, and Housing Technical Report.

Those coming to the SCAG region from elsewhere (including other parts of the U.S.) have substantially higher college education rates (47.3 percent) than those leaving the region (38.6 percent), indicating that the SCAG region is becoming more highly educated through migration (SCAG 2020). Migration into the SCAG region comes largely from outside the U.S., primarily Asia, followed by Latin America (SCAG 2020). While the Project is not anticipated to change the region’s overall rate of net migration, the new station areas may influence the distribution of households and jobs, focusing growth in the station areas.

## 5.1.2 POPULATION AND HOUSEHOLDS

From 2000 to 2021, the population of Los Angeles County grew from approximately 9.5 million residents to 10 million residents, as shown in Table 5-1. This equates to about 5.3 percent growth over the course of two decades, comparable to the 5.6 percent growth in the City of Los Angeles during the same window. The City of West Hollywood, however, experienced population loss between 2000 and 2021, at -0.1 percent. This can likely be attributed to a combination of factors, including zoning restrictions prioritizing single-family housing in the area, high cost of living, and areas approaching their zoned density capacities. Between 2000 and 2018, the median home sales price of existing homes in Los Angeles County increased 149 percent, from \$251,400 to \$625,000. The most common housing type is Single Family Detached, at approximately 71 percent in 2018 (SCAG 2019).

**TABLE 5-1. HISTORICAL POPULATION GROWTH**

	POPULATION 2000	% CHANGE	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021
Los Angeles County	9,519,338	2.5	9,758,256	2.9	10,040,682	-0.2	10,019,635
City of Los Angeles	3,694,820	2.1	3,772,486	5.3	3,973,278	-1.8	3,902,440
City of West Hollywood	35,716	-3.0	34,657	2.4	35,506	0.5	35,678

Source: U.S. Census Bureau; 2010-2021: ACS 5-Year Estimates, 2000: Decennial Census

Between 2020 and 2021, in the midst of the COVID-19 pandemic, the County of Los Angeles and City of Los Angeles experienced population loss, as did many American metropolitan cities. Similar rates are reflected in the number of households within Los Angeles County and the Cities of Los Angeles and West Hollywood, as shown in Table 5-2. In comparison, the state of California had a total population of 36,637,290 in 2010, 39,346,023 in 2020, and 39,455,353 in 2021 (U.S. Census Bureau, ACS 5-Year Estimates). This equates to 7.4 percent growth between 2010 and 2020, and 0.3 percent growth between 2020 and 2021.

**TABLE 5-2. HISTORICAL HOUSEHOLD GROWTH**

	HOUSEHOLDS 2010	% CHANGE	HOUSEHOLDS 2020	% CHANGE	HOUSEHOLDS 2021
Los Angeles County	3,217,889	3.6	3,332,504	0.3	3,342,811
City of Los Angeles	1,314,198	6.7	1,402,522	-1.3	1,384,851
City of West Hollywood	22,833	0.1	22,845	0.6	22,984

Source: U.S. Census Bureau ACS 5-Year Estimates

### 5.1.3 EMPLOYMENT

Employment within the area, with the exception of West Hollywood, has grown at a much faster pace than population or households, see Table 5-3.

**TABLE 5-3. HISTORICAL EMPLOYMENT GROWTH**

	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019
Los Angeles County	4,237,721	13.8	4,823,739
City of Los Angeles	1,697,862	11.1	1,886,176
City of West Hollywood	28,603	-12.0	25,161

Source: SCAG 2020-2045 RTP/SCS

### 5.1.4 FUTURE GROWTH

Forecasts of population, households, and employment for 2045 were derived from the SCAG 2020-2045 RTP/SCS. The 2020 Demographics and Growth Forecast from SCAG predicts that, despite the region’s continuing declining fertility, the region’s population growth will consist mostly of natural increase (births minus deaths). The region is expected to lose more population to other parts of the country than it will gain, but a larger number of people is expected to be gained from international migration. However, the population in the region is aging, which can pose several challenges such as caring for an older population and ensuring tax revenues with fewer workers.

Population in Los Angeles County is predicted to reach nearly 11.7 million in 2045, as shown in Table 5-4, a 16.5 percent increase from 2021. The Cities of Los Angeles and West Hollywood are predicted to grow at even higher rates: 22.1 percent and 19.9 percent, respectively. Approximately 4.8 million people are predicted to live within the boundaries of the City of Los Angeles in 2045.

**TABLE 5-4. FUTURE POPULATION GROWTH, 2021-2045**

	POPULATION 2021	% CHANGE	POPULATION 2045
Los Angeles County	10,019,635	16.5	11,669,601
City of Los Angeles	3,902,440	22.1	4,764,720
City of West Hollywood	35,678	19.9	42,774

Source: 2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

Households will see even higher growth rates, as shown in Table 5-5. Annual household growth is expected to outpace both population and employment growth as a result of the Millennial generation’s growing household formation and an anticipation of more housing construction. Household sizes, however, are expected to decrease from an average of 3.10 in 2016 to 2.90 in 2045 (SCAG 2020).

**TABLE 5-5. FUTURE HOUSEHOLD GROWTH, 2021-2045**

	HOUSEHOLDS 2021	% CHANGE	HOUSEHOLDS 2045
Los Angeles County	3,342,811	23.2	4,117,087
City of Los Angeles	1,384,851	29.3	1,790,355
City of West Hollywood	22,984	31.5	30,216

Source: 2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

Despite the aging of the population, stable growth in employment is expected in the long term. Table 5-6 details forecasted growth in employment from 2019 to 2045. The City of West Hollywood is expected to see an increase in jobs by roughly 50 percent during this timeframe, a reversal of the 12 percent decrease in employment from 2012 to 2019, as shown in Table 5-3. Employment growth in Los Angeles County and the City of Los Angeles, however, is forecasted to approximately follow the historical growth rates, as shown in Table 5-6.

**TABLE 5-6. FUTURE EMPLOYMENT GROWTH, 2019-2045**

	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
Los Angeles County	4,823,739	11.5	5,379,173
City of Los Angeles	1,886,176	13.3	2,136,422
City of West Hollywood	25,161	52.7	38,417

Source: SCAG 2020-2045 RTP/SCS

## 5.2 RESOURCE STUDY AREA

To represent the areas where TOD or growth inducement is most probable for all alignment alternatives and the design option, two RSAs were defined for each proposed station. The first is a quarter-mile radius surrounding each station, and the second is a half-mile radius surrounding each station. These quarter-mile and half-mile buffers reflect the typical average and the typical maximum walking distances for transit riders to access the stations—representing a walkshed around each station. For the MSF, there is a single, half-mile-radius RSA because the users and function of the MSF differ from those of the stations. Figure 5-1 through Figure 5-4 illustrate these RSAs.

FIGURE 5-1. RSA FOR SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE



Source: Connect Los Angeles Partners 2023

FIGURE 5-2. RSA FOR FAIRFAX ALIGNMENT ALTERNATIVE



Source: Connect Los Angeles Partners 2023

FIGURE 5-3. RSA FOR LA BREA ALIGNMENT ALTERNATIVE



Source: Connect Los Angeles Partners 2023

FIGURE 5-4. RSA FOR MAINTENANCE AND STORAGE FACILITY



Source: Connect Los Angeles Partners 2023

## 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 quarter- and half-mile of the proposed stations for the San Vicente–Fairfax Alignment Alternative is provided in Table 5-7 through Table 5-12. Existing growth conditions for each station RSA are described in the subsections following the tables.

**TABLE 5-7. POPULATION WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/Fairfax Station	9,979	4.9	10,465	-1.4	10,315	62.1	16,717
Fairfax/3 <sup>rd</sup> Station	10,110	3.4	10,458	-0.5	10,410	42.1	14,788
La Cienega/Beverly Station	8,486	1.6	8,621	-5.2	8,173	54.5	12,625
San Vicente/Santa Monica Station	11,079	-1.5	10,912	2.0	11,129	23.8	13,775
Fairfax/Santa Monica Station	14,740	6.5	15,691	-0.7	15,575	20.5	18,765
La Brea/Santa Monica Station	13,091	-5.2	12,404	0.5	12,467	15.1	14,348
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
<b>San Vicente–Fairfax Station Totals</b>	<b>114,714</b>	<b>-0.1</b>	<b>114,627</b>	<b>-1.7</b>	<b>112,720</b>	<b>38.9</b>	<b>156,512</b>
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-8. POPULATION WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/Fairfax Station	2,210	10.4	2,439	-1.6	2,399	60.9	3,859
Fairfax/3 <sup>rd</sup> Station	1,959	11.9	2,193	0.9	2,212	44.6	3,199
La Cienega/Beverly Station	2,026	3.1	2,088	-5.7	1,969	38.2	2,721
San Vicente/Santa Monica Station	2,876	-1.3	2,839	1.4	2,879	22.6	3,529
Fairfax/Santa Monica Station	4,369	4.2	4,553	1.2	4,608	24.8	5,752
La Brea/Santa Monica Station	3,166	-7.1	2,940	4.8	3,081	6.1	3,270
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
<b>San Vicente–Fairfax Station Totals</b>	<b>28,375</b>	<b>0.3</b>	<b>28,474</b>	<b>-1.2</b>	<b>28,126</b>	<b>36.5</b>	<b>38,381</b>
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-9. HOUSEHOLDS WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/Fairfax Station	5,284	-4.3	5,055	1.3	5,121	68.1	8,610
Fairfax/3 <sup>rd</sup> Station	5,268	-3.7	5,072	0.0	5,074	52.4	7,735
La Cienega/Beverly Station	4,780	1.5	4,851	-4.0	4,657	55.6	7,244
San Vicente/Santa Monica Station	7,494	-5.2	7,101	1.1	7,178	38.2	9,918
Fairfax/Santa Monica Station	9,086	6.2	9,646	-1.4	9,507	29.3	12,288
La Brea/Santa Monica Station	7,309	-2.4	7,133	0.1	7,142	15.0	8,216
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
<b>San Vicente–Fairfax Station Totals</b>	<b>59,937</b>	<b>1.0</b>	<b>60,533</b>	<b>-1.4</b>	<b>59,676</b>	<b>40.4</b>	<b>83,756</b>
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-10. HOUSEHOLDS WITHIN 0.25 MILE OF PROPOSED STATIONS:  
SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/Fairfax Station	1,234	-0.2	1,232	1.4	1,249	63.5	2,042
Fairfax/3 <sup>rd</sup> Station	1,054	0.2	1,056	-1.0	1,045	63.3	1,707
La Cienega/Beverly Station	1,092	4.0	1,136	-4.9	1,080	35.2	1,460
San Vicente/Santa Monica Station	1,981	-6.0	1,863	1.0	1,881	41.2	2,656
Fairfax/Santa Monica Station	2,703	6.8	2,887	-0.5	2,874	34.9	3,876
La Brea/Santa Monica Station	1,730	3.2	1,785	2.7	1,834	9.2	2,003
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
<b>San Vicente–Fairfax Station Totals</b>	<b>15,062</b>	<b>3.0</b>	<b>15,508</b>	<b>-1.3</b>	<b>15,300</b>	<b>37.6</b>	<b>21,059</b>
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-11. EMPLOYMENT WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/Fairfax Station	14,590	6.1	15,474	6.2	16,441
Fairfax/3 <sup>rd</sup> Station	15,168	-2.8	14,742	6.5	15,696
La Cienega/Beverly Station	17,080	80.9	30,895	6.1	32,771
San Vicente/Santa Monica Station	14,185	-5.9	13,343	46.2	19,510
Fairfax/Santa Monica Station	5,492	-22.9	4,235	49.5	6,331
La Brea/Santa Monica Station	8,861	12.9	10,004	42.6	14,269
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
<b>San Vicente–Fairfax Station Totals</b>	<b>100,002</b>	<b>17.1</b>	<b>117,140</b>	<b>16.0</b>	<b>135,892</b>
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747

Source: SCAG 2020-2045 RTP/SCS

**TABLE 5-12. EMPLOYMENT WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/Fairfax Station	2,908	18.0	3,431	8.9	3,736
Fairfax/3 <sup>rd</sup> Station	4,611	-8.9	4,199	8.7	4,563
La Cienega/Beverly Station	6,129	123.0	13,668	3.1	14,095
San Vicente/Santa Monica Station	4,176	-8.0	3,844	35.9	5,225
Fairfax/Santa Monica Station	1,764	-18.3	1,442	49.7	2,158
La Brea/Santa Monica Station	2,804	15.9	3,250	31.8	4,282
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
<b>San Vicente–Fairfax Station Totals</b>	<b>30,929</b>	<b>32.4</b>	<b>40,946</b>	<b>11.8</b>	<b>45,791</b>
Hollywood Bowl Design Option	203	29.6	263	38.0	363

Source: SCAG 2020-2045 RTP/SCS

### CRENSHAW/ADAMS STATION

Despite a decline in population between 2010 and 2021, population is expected to increase about 60 percent from 2021 to 2045 in both the quarter- and half-mile RSAs surrounding the proposed Crenshaw/Adams Station, as seen in Table 5-7 and Table 5-8. In 2045, almost 18,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 4,600 of the 18,000 will reside within a quarter-mile of the station.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with over 7,000 households in 2045 within the half-mile RSA surrounding the station. About 2,000 households will reside within a quarter mile of the station. Sites along Adams Boulevard and Crenshaw Boulevard are primarily designated as Neighborhood Commercial with a higher intensity of Community Commercial land use at the intersection and the proposed station location, explaining the population and household differences between the quarter- and half-mile RSAs.

Employment fell 15 percent and seven percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. However, employment is expected to grow from around 2,100 jobs in 2019 to 2,500 jobs in 2045, suggesting small but steady increases.

### MIDTOWN CROSSING STATION

Despite a decline in population between 2010 and 2021, population is expected to increase about 65 percent and 49 percent from 2021 to 2045 in the quarter- and half-mile RSAs surrounding the proposed Midtown Crossing Station, respectively, as seen in Table 5-7 and Table 5-8. The half-mile population was slightly under 11,000 people as of 2021. In 2045, over 16,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 4,000 of the 16,000 will reside within a quarter mile of the station, although the quarter-mile RSA expects to see larger increases in growth by percentage.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with almost 6,000 households in 2045 within the half-mile RSA surrounding the station. About 1,600 households will reside within a quarter mile of the station. The Midtown Crossing Station is located between two commercial shopping centers, the Midtown Shopping Center and the Midtown Crossing Shopping Center and is surrounded by low- to medium-density residential neighborhoods.

Employment fell slightly in the half-mile RSA between 2012 and 2019 but grew by almost nine percent in the quarter-mile RSA, see Table 5-11 and Table 5-12. Employment is expected to grow from around 3,200 jobs in 2019 to 3,900 jobs in 2045, suggesting small but steady increases over time.

The Midtown Crossing Station half-mile 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. This has potential to become a larger challenge as predicted population increases come to fruition.

### WILSHIRE/FAIRFAX STATION

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 LACMA, the Academy Museum of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits and Museum. 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.

Outside of a small decline (<2 percent) in population between 2020 and 2021, likely associated with the COVID-19 pandemic, the population in both the quarter- and half-mile RSAs surrounding the Wilshire/Fairfax Station has experienced positive (albeit small) overall growth since 2010, as seen in Table 5-7 and Table 5-8. The population is expected to grow more than 60 percent in both RSAs between 2021 and 2045. In 2045, almost 17,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 4,000 of the 17,000 will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with over 8,600 households in 2045 within the half-mile RSA surrounding the station. About 2,000 households will reside within a quarter mile of the station. The Wilshire/Fairfax Station half-mile RSA primarily consists of residential land uses.

Employment grew 18 percent and six percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. Continued growth in employment is predicted, from around 15,500 jobs in 2019 to 16,400 jobs in 2045 within the half-mile RSA, suggesting small but steady increases.

### FAIRFAX/3<sup>RD</sup> STATION

The population in both the quarter- and half-mile RSAs surrounding the Fairfax/3<sup>rd</sup> Station has experienced positive (albeit small) overall growth since 2010, as shown in Table 5-7 and Table 5-8. In 2045, almost 15,000 people are expected to reside within the half-mile RSA surrounding the station, up from 10,400 in 2021. However, only around 3,000 of the 15,000 will reside within a quarter mile of the station.

The number of households is expected to increase as well, see Table 5-9 and Table 5-10, with almost 8,000 households in 2045 within the half-mile RSA surrounding the station, up considerably from 5,000 in 2021. About 1,700 households will reside within a quarter mile of the station in 2045. A third of the land use surrounding the half-mile radius of Fairfax Avenue and 3<sup>rd</sup> Street consists of low-density housing. Per the Wilshire Community Plan (City of Los Angeles 2016), the general surrounding area is primarily medium-density housing.

Employment fell nine percent and three percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. However, employment is expected to grow from around 14,700 jobs in 2019 to 15,700 jobs in 2045, suggesting small but steady increases.

According to the TVC2050 Project Initial Study (Television City Studios 2022), CBS Television City, about a quarter-mile north of the proposed station, is projected to employ approximately 7,000 employees by 2043 and would serve as a major activity center. The Original Farmers Market and the Grove Shopping Center are also major destinations within the Fairfax/3<sup>rd</sup> Station half-mile RSA that combined draw approximately 20 million annual visitors.

### LA CIENEGA/BEVERLY STATION

The proposed La Cienega/Beverly Station would provide access to 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 800,000 outpatient visits, 90,000 emergency visits, and has 14,000 full-time staff (Cedars-Sinai 2018). The proposed station would also provide access to regional shopping centers, the Beverly Center, and Beverly Connection. The retail destinations along Beverly Boulevard and 3<sup>rd</sup> Street create a regional retail center.

Outside of a roughly five percent decline in population between 2020 and 2021, likely associated with the COVID-19 pandemic, the population in both the quarter- and half-mile RSAs surrounding the proposed La Cienega/Beverly Station has experienced positive (albeit small) overall growth since 2010, as seen in Table 5-7 and Table 5-8. The population is expected to grow approximately 40 percent and 50 percent in the quarter- and half-mile RSAs, respectively, between 2021 and 2045. In 2045, more than 12,600 people are expected to reside within the half-mile RSA surrounding the station. However, only around 2,700 of the 12,600 will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with over 7,000 households in 2045 within the half-mile RSA surrounding the station. About 1,500 households will reside within a quarter mile of the station.

Employment grew substantially between 2012 and 2019, seeing growth rates at roughly 120 percent and 80 percent in the quarter- and half-mile RSAs, respectively (Table 5-11 and Table 5-12). This growth is predicted to largely taper off, with only six percent in total growth from 2019 to 2045 in the half-mile RSA. In 2019, the number of jobs was almost 31,000, and in 2045 this number is predicted to reach nearly 33,000.

Although the proposed La Cienega/Beverly Station is located within the City of Los Angeles, the station half-mile RSA falls within both the City of Los Angeles and the City of West Hollywood, northwest of the station RSA. The northwest quadrant of the station RSA is characterized by single-family residential neighborhoods in the City of West Hollywood (City of West Hollywood General Plan 2011). Planned projects include a combination of medium-density mixed-use developments along with residential, commercial, and a hospital development.

### SAN VICENTE/SANTA MONICA STATION

The San Vicente/Santa Monica Station RSAs are located in the City of West Hollywood and contains major destinations, including the West Hollywood Rainbow District along Santa Monica Boulevard, the Melrose Avenue commercial corridor to the south, the Sunset Strip to the north, and the Pacific Design Center. The

proposed station is surrounded by dense residential uses and would also provide access to public facilities, including West Hollywood Park and West Hollywood Library.

Following a small overall decline in population between 2010 and 2020, the population in both the quarter- and half-mile RSAs surrounding the San Vicente/Santa Monica Station grew marginally between 2020 and 2021, contradicting the pandemic trends of declining populations in nearby areas. Population is predicted to increase further from 2021 to 2045, at about 23 percent in both the quarter- and half-mile RSAs, as shown in Table 5-7 and Table 5-8. In 2045, almost 14,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 3,500 of the 14,000 will reside within a quarter mile of the station.

The number of households is expected to increase at even higher rates, approximately 40 percent growth between 2021 and 2045, see Table 5-9 and Table 5-10, with almost 10,000 households in 2045 within the half-mile RSA surrounding the station. About 2,700 households will reside within a quarter mile of the station.

Employment fell eight percent and six percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. However, employment in the half-mile RSA is expected to grow from around 13,000 jobs in 2019 to 19,500 jobs in 2045, suggesting steady increases over time.

#### FAIRFAX/SANTA MONICA STATION

The population in both the quarter- and half-mile RSAs surrounding the proposed Fairfax/Santa Monica Station has experienced positive (albeit small) overall growth since 2010, as shown in Table 5-7 and Table 5-8. In 2045, almost 19,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 6,000 of the 19,000 will reside within a quarter mile of the station.

The number of households is expected to increase at even higher rates, see Table 5-9 and Table 5-10, with over 12,000 households in 2045 within the half-mile RSA surrounding the station. About 4,000 households will reside within a quarter mile of the station.

Employment fell substantially at 18 percent and 23 percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. However, employment is expected to grow from around 4,000 jobs in 2019 to 6,000 jobs in 2045 within the half-mile RSA, suggesting steady increases over time. The proposed station RSAs serve 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.

#### LA BREA/SANTA MONICA STATION

The proposed La Brea/Santa Monica Station RSAs capture a variety of residential, commercial, and industrial uses. Notable community features within the station half-mile RSA include the West Hollywood Gateway shopping center, Plummer Park, Poinsettia Recreation Center, the Sycamore District, the American Academy of Dramatic Arts, elementary schools, and synagogues.

Following an overall decline in population between 2010 and 2020, the population in both the quarter- and half-mile RSAs surrounding the proposed La Brea/Santa Monica Station grew marginally between 2020 and 2021, contradicting the pandemic trends of nearby areas. Population is predicted to increase further from 2021 to 2045, by about six percent and 15 percent in the quarter- and half-mile RSAs, respectively, as shown in Table 5-7 and Table 5-8. In 2045, over 14,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 3,000 of the 14,000 will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with over 8,000 households in 2045 within the half-mile RSA surrounding the station. About 2,000 households will reside within a quarter mile of the station.

Employment increased by 16 percent and 13 percent in the quarter- and half-mile RSAs, respectively, between 2012 and 2019, see Table 5-11 and Table 5-12. Continued growth in employment is predicted from around 10,000 jobs in 2019 to over 14,000 jobs in 2045 within the half-mile RSA.

#### HOLLYWOOD/HIGHLAND STATION

The proposed Hollywood/Highland Station is located within an iconic tourist district and is surrounded by dense residential neighborhoods. The intersection of Hollywood Boulevard and Highland Avenue includes major destinations such as the Dolby Theatre, the TCL Chinese Theatre, the Hollywood Museum, the El Capitan Theatre, and the Hollywood Walk of Fame. Also within the station RSAs are Hollywood High School, religious centers, and historic structures such as the Hollywood Roosevelt Hotel. High-density residential occurs throughout the majority of the half-mile station RSA.

Despite a decline in population between 2010 and 2021, population is expected to increase about 26 percent and 38 percent from 2021 to 2045 in the quarter- and half-mile RSAs surrounding the Hollywood/Highland Station, respectively, as shown in Table 5-7 and Table 5-8. In 2045, about 19,600 people are expected to reside within the half-mile RSA surrounding the station. However, only around 4,600 of the 19,600 people will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-9 and Table 5-10, with over 11,000 households in 2045 within the half-mile RSA surrounding the station. About 2,700 households will reside within a quarter mile of the station.

Employment grew substantially between 2012 and 2019, seeing growth rates at roughly 48 percent and 31 percent in the quarter- and half-mile RSAs, respectively (Table 5-11 and Table 5-12). This growth is predicted to largely taper off, with only three percent in total growth from 2019 to 2045 in the half-mile RSA. In 2019, the number of jobs was almost 20,400, and in 2045 this number is predicted to reach nearly 21,000.

### 5.2.1.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

#### EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT

A summary of existing population, households, and employment within a quarter- and half-mile of the proposed stations for the Fairfax Alignment Alternative is provided in Table 5-13 through Table 5-18. Existing growth conditions for each station's RSAs are described in the following subsections.

**TABLE 5-13. POPULATION WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/Fairfax Station	9,979	4.9	10,465	-1.4	10,315	62.1	16,717
Fairfax/3 <sup>rd</sup> Station	10,110	3.4	10,458	-0.5	10,410	42.1	14,788
Fairfax/Santa Monica Station	14,740	6.5	15,691	-0.7	15,575	20.5	18,765
La Brea/Santa Monica Station	13,091	-5.2	12,404	0.5	12,467	15.1	14,348
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
<b>Fairfax Station Totals</b>	<b>95,149</b>	<b>-0.1</b>	<b>95,094</b>	<b>-1.8</b>	<b>93,418</b>	<b>39.3</b>	<b>130,112</b>
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-14. POPULATION WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/Fairfax Station	2,210	10.4	2,439	-1.6	2,399	60.9	3,859
Fairfax/3 <sup>rd</sup> Station	1,959	11.9	2,193	0.9	2,212	44.6	3,199
Fairfax/Santa Monica Station	4,369	4.2	4,553	1.2	4,608	24.8	5,752
La Brea/Santa Monica Station	3,166	-7.1	2,940	4.8	3,081	6.1	3,270
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
<b>Fairfax Station Totals</b>	<b>23,473</b>	<b>0.3</b>	<b>23,547</b>	<b>-1.1</b>	<b>23,278</b>	<b>38.0</b>	<b>32,131</b>
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-15. HOUSEHOLDS WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/Fairfax Station	5,284	-4.3	5,055	1.3	5,121	68.1	8,610
Fairfax/3 <sup>rd</sup> Station	5,268	-3.7	5,072	0.0	5,074	52.4	7,735
Fairfax/Santa Monica Station	9,086	6.2	9,646	-1.4	9,507	29.3	12,288
La Brea/Santa Monica Station	7,309	-2.4	7,133	0.1	7,142	15.0	8,216
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
<b>Fairfax Station Totals</b>	<b>47,663</b>	<b>1.9</b>	<b>48,581</b>	<b>-1.5</b>	<b>47,841</b>	<b>39.2</b>	<b>66,594</b>
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-16. HOUSEHOLDS WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/Fairfax Station	1,234	-0.2	1,232	1.4	1,249	63.5	2,042
Fairfax/3 <sup>rd</sup> Station	1,054	0.2	1,056	-1.0	1,045	63.3	1,707
Fairfax/Santa Monica Station	2,703	6.8	2,887	-0.5	2,874	34.9	3,876
La Brea/Santa Monica Station	1,730	3.2	1,785	2.7	1,834	9.2	2,003
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
<b>Fairfax Station Totals</b>	<b>11,989</b>	<b>4.3</b>	<b>12,509</b>	<b>-1.4</b>	<b>12,339</b>	<b>37.3</b>	<b>16,943</b>
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-17. EMPLOYMENT WITHIN 0.5 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/Fairfax Station	14,590	6.1	15,474	6.2	16,441
Fairfax/3 <sup>rd</sup> Station	15,168	-2.8	14,742	6.5	15,696
Fairfax/Santa Monica Station	5,492	-22.9	4,235	49.5	6,331
La Brea/Santa Monica Station	8,861	12.9	10,004	42.6	14,269
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
<b>Fairfax Station Totals</b>	<b>68,737</b>	<b>6.1</b>	<b>72,902</b>	<b>14.7</b>	<b>83,611</b>
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747

Source: SCAG 2020-2045 RTP/SCS

**TABLE 5-18. EMPLOYMENT WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 FAIRFAX ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>FAIRFAX ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/Fairfax Station	2,908	18.0	3,431	8.9	3,736
Fairfax/3 <sup>rd</sup> Station	4,611	-8.9	4,199	8.7	4,563
Fairfax/Santa Monica Station	1,764	-18.3	1,442	49.7	2,158
La Brea/Santa Monica Station	2,804	15.9	3,250	31.8	4,282
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
<b>Fairfax Station Totals</b>	<b>20,624</b>	<b>13.6</b>	<b>23,434</b>	<b>13.0</b>	<b>26,471</b>
Hollywood Bowl Design Option	203	29.6	263	38.0	363

Source: SCAG 2020-2045 RTP/SCS

### CRENSHAW/ADAMS STATION

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

### MIDTOWN CROSSING STATION

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

### WILSHIRE/FAIRFAX STATION

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

### FAIRFAX/3<sup>RD</sup> STATION

The Fairfax/3<sup>rd</sup> Station is discussed in Section 5.2.1.1 of the San Vicente–Fairfax Alignment Alternative.

### FAIRFAX/SANTA MONICA STATION

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

### LA BREA/SANTA MONICA STATION

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

### HOLLYWOOD/HIGHLAND STATION

The Hollywood/Highland Station is discussed in Section 5.2.1.1 of 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 quarter- and half-mile of the proposed stations for the La Brea Alignment Alternative is provided in Table 5-19 through Table 5-24. Existing growth conditions for each station’s RSAs are described in the following subsections.

**TABLE 5-19. POPULATION WITHIN 0.5 MILE OF PROPOSED STATIONS:  
LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/La Brea Station	12,263	3.6	12,709	-2.7	12,361	53.3	18,951
La Brea/Beverly Station	7,978	-8.5	7,298	0.3	7,323	34.8	9,870
La Brea/Santa Monica Station	14,130	-3.9	13,581	0.1	13,590	17.0	15,902
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
<b>La Brea Station Totals</b>	<b>81,600</b>	<b>-2.4</b>	<b>79,664</b>	<b>-2.2</b>	<b>77,925</b>	<b>41.4</b>	<b>110,217</b>
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-20. POPULATION WITHIN 0.25 MILE OF PROPOSED STATIONS:  
LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/La Brea Station	3,141	2.2	3,211	0.7	3,233	96.9	6,366
La Brea/Beverly Station	1,961	-8.8	1,788	1.0	1,805	68.9	3,048
La Brea/Santa Monica Station	3,476	-5.3	3,292	4.1	3,427	8.5	3,718
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
<b>La Brea Station Totals</b>	<b>20,347</b>	<b>-3.1</b>	<b>19,713</b>	<b>-1.4</b>	<b>19,443</b>	<b>50.1</b>	<b>29,183</b>
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-21. HOUSEHOLDS WITHIN 0.5 MILE OF PROPOSED STATIONS:  
LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/La Brea Station	6,408	2.3	6,557	0.9	6,615	48.6	9,833
La Brea/Beverly Station	3,205	-2.8	3,114	-2.2	3,046	36.4	4,154
La Brea/Santa Monica Station	8,061	-2.4	7,867	-0.2	7,849	17.6	9,232
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
<b>La Brea Station Totals</b>	<b>38,390</b>	<b>2.1</b>	<b>39,213</b>	<b>-1.8</b>	<b>38,507</b>	<b>37.5</b>	<b>52,964</b>
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-22. HOUSEHOLDS WITHIN 0.25 MILE OF PROPOSED STATIONS:  
 LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/La Brea Station	1,892	-1.7	1,860	1.0	1,879	85.7	3,489
La Brea/Beverly Station	737	-2.3	720	-2.4	703	87.6	1,319
La Brea/Santa Monica Station	1,981	2.3	2,026	2.4	2,074	11.0	2,303
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
<b>La Brea Station Totals</b>	<b>9,878</b>	<b>2.8</b>	<b>10,155</b>	<b>-1.6</b>	<b>9,993</b>	<b>44.4</b>	<b>14,426</b>
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171

Source: 2010-2021: U.S. Census Bureau ACS 5-Year Estimates; 2045: SCAG 2020-2045 RTP/SCS

**TABLE 5-23. EMPLOYMENT WITHIN 0.5 MILE OF PROPOSED STATIONS:  
LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/La Brea Station	8,229	14.4	9,417	9.4	10,298
La Brea/Beverly Station	5,658	-8.1	5,200	14.5	5,954
La Brea/Santa Monica Station	8,857	16.2	10,292	42.7	14,686
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
<b>La Brea Station Totals</b>	<b>47,370</b>	<b>12.6</b>	<b>53,356</b>	<b>15.8</b>	<b>61,812</b>
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747

Source: SCAG 2020-2045 RTP/SCS

**TABLE 5-24. EMPLOYMENT WITHIN 0.25 MILE OF PROPOSED STATIONS:  
LA BREA ALIGNMENT ALTERNATIVE**

ALTERNATIVE/STATION NAME	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
<b>LA BREA ALIGNMENT ALTERNATIVE</b>					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/La Brea Station	2,774	-3.0	2,692	12.3	3,024
La Brea/Beverly Station	1,266	-3.6	1,220	14.3	1,395
La Brea/Santa Monica Station	2,821	18.8	3,352	40.2	4,698
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
<b>La Brea Station Totals</b>	<b>15,398</b>	<b>19.3</b>	<b>18,376</b>	<b>13.5</b>	<b>20,849</b>
Hollywood Bowl Design Option	203	29.6	263	38.0	363

Source: SCAG 2020-2045 RTP/SCS

### CRENSHAW/ADAMS STATION

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

### MIDTOWN CROSSING STATION

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

### WILSHIRE/LA BREA STATION

The proposed Wilshire/La Brea Station is located at the intersection of two prominent commercial corridors and surrounded by neighborhoods of low- and medium-density housing. Land uses within the half-mile station RSA include single- and multifamily residential, retail, offices, and other general commercial uses. 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.

Outside of a small decline in the population of the half-mile RSA between 2020 and 2021 (likely associated with the COVID-19 pandemic), the population in both the quarter- and half-mile RSAs surrounding the Wilshire/La Brea Station have experienced positive (albeit small) overall growth since 2010, as shown in Table 5-19 and Table 5-20. The population is expected to grow substantially faster, at approximately 97 percent and 53 percent in the quarter- and half-mile RSAs, respectively, between 2021 and 2045. In 2045, almost 19,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 6,400 of the 19,000 will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-21 and Table 5-22, with almost 10,000 households in 2045 within the half-mile RSA surrounding the station. About 3,500 households will reside within a quarter mile of the station.

Employment grew about 14 percent between 2012 and 2019 in the half-mile RSA but fell about three percent in the quarter-mile RSA, see Table 5-23 and Table 5-24. However, while about nine percent employment growth is predicted for the half-mile RSA from 2019 to 2045, about 12 percent growth is predicted for the quarter-mile RSA. In 2019, the number of jobs in the half-mile RSA was about 9,400, and in 2045 this number is predicted to reach nearly 10,300.

### LA BREA/BEVERLY STATION

The proposed La Brea/Beverly Station is located at the intersection of two low-intensity commercial corridors and surrounded by neighborhoods of primarily low-density housing. A majority of residential properties within the station RSA contribute to locally recognized historic districts. The potential exists

for more residents in close proximity to the proposed station as parcels within the RSA allow high-density residential builds.

Following an overall decline in population between 2010 and 2020, the population in both the quarter- and half-mile RSAs surrounding the La Brea/Beverly Station grew marginally between 2020 and 2021, contradicting the pandemic trends of nearby areas. Population is predicted to increase further from 2021 to 2045, at about 69 percent and 35 percent in the quarter- and half-mile RSAs, respectively, as shown in Table 5-19 and Table 5-20. In 2045, almost 10,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 3,000 of the 10,000 will reside within a quarter mile of the station.

The number of households is expected to increase at similar rates, see Table 5-21 and Table 5-22, with over 4,000 households in 2045 within the half-mile RSA surrounding the station. About 1,300 households will reside within a quarter mile of the station.

Employment fell about four percent and eight percent between 2012 and 2019 in the quarter- and half-mile RSAs, respectively, see Table 5-23 and Table 5-24. However, employment is expected to grow about 14 percent from 2019 to 2045 in both RSAs. In 2019, the number of jobs in the half-mile RSA was 5,200, and in 2045 this number is predicted to reach nearly 6,000.

### LA BREA/SANTA MONICA STATION

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

### HOLLYWOOD/HIGHLAND STATION

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

## 5.2.2 HOLLYWOOD BOWL DESIGN OPTION

The Hollywood Bowl Design Option RSA is characterized largely by park and recreational land uses, as well as low-density and medium-density residential land use designations in the hills surrounding the proposed station. The RSA also contains the Hollywood Bowl, a major regional activity center for entertainment and live music. Other activity centers include the Hollywood Heritage Museum to the south of the station and the Ford Theater to the northeast of the station.

Between 2010 and 2020, the population within the Hollywood Bowl Design Option RSAs remained somewhat stagnant. However, between 2020 and 2021, during the COVID-19 pandemic, the population in both the quarter- and half-mile RSAs surrounding the proposed station fell by about six percent, as shown in Table 5-19 and Table 5-20. The population is expected to grow substantially faster, at approximately 84 percent and 65 percent in the quarter- and half-mile RSAs, respectively, between 2021 and 2045. In 2045, almost 10,000 people are expected to reside within the half-mile RSA surrounding the station. However, only around 2,000 of the 10,000 will reside within the quarter-mile RSA of the proposed station.

The number of households is expected to increase at similar rates, see Table 5-21 and Table 5-22, with almost 5,600 households in 2045 within the half-mile RSA surrounding the station. About 1,200 households will reside within a quarter mile of the station.

Employment grew about 30 percent and 15 percent between 2012 and 2019 in the quarter- and half-mile RSAs, respectively, see Table 5-23 and Table 5-24. This growth in employment is expected to continue at about 38 percent and 17 percent from 2019 to 2045 in the quarter- and half-mile RSAs, respectively. In 2019, the number of jobs in the half-mile RSA was about 1,500, and in 2045 this number is predicted to reach above 1,700.

### 5.2.3 MAINTENANCE AND STORAGE FACILITY

An MSF would be constructed within the City of Los Angeles as a standalone facility capable of supporting full-service maintenance of the Project equipment and vehicles. Capturing the impacts of typical walking distance was less important for the facility, relative to the proposed stations, since it would not be open to the public or pedestrians. The proposed MSF is bounded by Arbor Vitae Street, 96th Street, Portal Avenue, and Airport Boulevard adjacent to the existing Metro Division 16 yard that services operations from the K Line. As shown in Table 5-25, the existing setting within a half-mile of the proposed MSF includes a population of approximately 3,500 people, about 2,900 of whom are employed, and 1,400 households.

**TABLE 5-25. EXISTING POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN 0.5 MILE OF PROPOSED MSF**

ALTERNATIVE/STATION NAME	POPULATION TOTAL	HOUSEHOLD TOTAL <sub>1</sub>	EMPLOYMENT TOTAL
Proposed MSF	3,511	1,428	2,908

Source: U.S. Census Bureau, 2021

## CHAPTER 6 IMPACTS AND MITIGATION MEASURES

### 6.1 IMPACT ANALYSIS

This section presents the evaluation of impacts related to growth inducement, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. The construction impacts sections describe temporary, direct impacts limited to the duration of the construction phase of the Project. The operational sections describe recurring, direct impacts of the Project, and the analytical focus shifts to whether and how operation of the Project could induce growth in areas that are not prepared to accommodate the new demands or growth, which is reasonably foreseen to diminish environmental quality. Table 6-1 in Section 6.1.7 provides a summary of the impact conclusions.

Project measures are design features, best management practices (BMPs), 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 that are used to reduce an environmental impact's significance level. Where applicable, project measures are identified here as part of the evaluation of the environmental impacts in this chapter.

#### 6.1.1 PM TRA-1 OPERATIONAL BEST MANAGEMENT PRACTICES

Operational best management practices (BMPs) for the alignment alternatives and stations, the design option, and the MSF shall include the following:

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards.
- Metro shall engage in first/last mile planning with local jurisdictions to improve the safety of station access for pedestrians and bicyclists. Examples of first/last mile improvements could include:
  - ▶ Signal timing for pedestrians and cyclists.
  - ▶ Bike facilities and bike parking.
  - ▶ Wayfinding signage to key destinations and transit connections.
  - ▶ New or improved sidewalks and crosswalks.
  - ▶ New or improved bus shelters and digital information signs
- Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- Stations shall be designed in accordance with the Metro Rail Design Criteria (MRDC), including fire/life safety design criteria, to ensure safety and to minimize potential hazards at all locations.

- The Project shall be operated per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, the California Public Utilities Commission, and Metro safety and security programs and standards (i.e., MRDC, Metro Systemwide Station Design Standards Policy, and Metro Transit Service Policy).
- Any station curbside passenger pick-up/drop-off areas shall be designed according to applicable state, Metro, and city design criteria and standards.
- Driveway access to the MSF shall be designed according to applicable state, Metro, and city design criteria and standards.

### 6.1.2 PM TRA-2 CONSTRUCTION BEST MANAGEMENT PRACTICES

Construction BMPs for the alignment alternatives and stations, the design option, and the MSF shall include the following:

- Cooperation with the corridor cities and the California Department of Transportation (Caltrans) shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the alignment alternatives and stations, the design option, and the MSF shall be maintained during construction.
- Construction activities shall comply with OSHA, California OSHA, and Metro safety and security programs.
- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.
- Metro shall prepare a Traffic Management Plan (TMP) in coordination with Caltrans, cities, and local fire and police departments prior to initiating construction activities that include the following:
  - ▶ Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions.
  - ▶ Detour plans shall be prepared for any streets requiring a full closure to provide safe alternate routes to vehicular traffic, pedestrians, and bicyclists during these closures.
  - ▶ Traffic control plans shall be prepared to route vehicles, bicyclists, and pedestrians around any partial closures of streets, bicycle facilities, and sidewalks.
  - ▶ Information on bus stop relocation and modification to bus routes shall be provided, as applicable. Signs shall be posted to inform transit users in advance of street closures.
  - ▶ Construction timings and street closure information shall be available to the public through media alerts, the Project's website, and changeable message signs.
  - ▶ The nearest local first responders shall be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing.

- ▶ The delivery and pick up of construction materials during non-peak travel periods shall be scheduled to the extent possible to reduce the potential of conflicts between construction trucks and commuter traffic.
- ▶ Coordination shall occur with other construction projects in the vicinity.
- The Project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as those of OSHA, California OSHA, the California Public Utilities Commission, the California Manual on Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). The construction TMP will be prepared in compliance with these standards.
- Financial assistance may be provided to small businesses along the proposed alignment alternatives and stations, the design option, and the MSF that are directly affected by construction activities through grants to cover certain fixed operating expenses such as utilities, rent or mortgage, and insurance.
- Metro shall coordinate with the Hollywood Bowl to maintain circulation and access to the Hollywood Bowl during construction of the optional Hollywood Bowl Station.

The disruptions associated with Project construction, by itself and without mitigation, would hinder growth in the RSAs. The KNE Transportation Technical Report describes project measures/best practices to offset these disruptions. These project measures (PM TRA-1 and PM TRA-2) are also applicable to this Growth Inducing Impacts Technical Report. The operational project measures aid in accommodating growth and are consistent with the regulatory framework, including the jurisdictional plans reviewed in Section 3.3. The construction project measures aid in the avoidance of growth-hindering activities, such that the construction period does not disrupt activity to a degree that growth would be driven out of the areas in which it is anticipated. The analysis focuses on areas where significant impacts could occur in accordance with the CEQA significance thresholds described in Section 4.2.

A summary of the impact conclusions is found in Table 6-1 at the end of Section 6.1.

### 6.1.3 IMPACT GRW-1: ECONOMIC GROWTH FROM OPERATION AND MAINTENANCE

**Impact GRW-1:** Would operation and maintenance of the Project foster unanticipated economic growth or changes that are reasonably foreseen to diminish environmental quality?

#### 6.1.3.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

##### CONSTRUCTION IMPACTS

**No Impact.** There are no construction impacts related to operations and maintenance (O&M); O&M begins after construction is completed.

## OPERATIONAL IMPACTS

**No Impact.** Implementation of the Project would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service would represent an expansion of economic activity in the Cities of Los Angeles and West Hollywood, Los Angeles County, and the state of California and thus would generate recurring net long-term economic impacts. The increased transit employment would result in positive economic impact to the cities, the county, and the state, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, creating additional consumer demand and jobs to meet that demand. However, as these transit workers are expected to be drawn from across the region and not concentrated in the RSAs, these activities are not expected to generate significant unanticipated employment or economic growth in the RSAs.

Total additional employment would not be a significant percentage of the total employment in the RSAs which, as seen in Table 5-11, was about 117,000 jobs in the half-mile station RSAs for the San Vicente–Fairfax Alignment Alternative total in 2019. SCAG predicts an average 16 percent growth across the half-mile station RSAs for the San Vicente–Fairfax Alignment Alternative from 2019 to the 2045 forecast year. This indicates that an increase of about 19,000 jobs is anticipated within the half-mile station RSAs of the San Vicente–Fairfax Alignment Alternative alone. Moreover, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSA. Therefore, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by PM TRA-1.

### 6.1.3.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

## CONSTRUCTION IMPACTS

**No Impact.** There are no construction impacts related to O&M; O&M begins after construction is completed.

## OPERATIONAL IMPACTS

**No Impact.** Implementation of the Project would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service would represent an expansion of economic activity in the Cities of Los Angeles and West Hollywood, Los Angeles County, and the state of California and thus would generate recurring net long-term economic impacts. The increased transit employment would result in positive economic impact to the cities, the county, and the state, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, creating additional consumer demand and jobs to meet that demand. However, as these transit workers are expected to be drawn from across the region and not concentrated in the RSAs, these activities are not expected to generate significant employment or economic growth in the RSAs.

Total additional transit employment would not be a significant percentage of the total employment in the RSAs which, as seen in Table 5-17, was about 73,000 jobs in the half-mile station RSAs for the Fairfax Alignment Alternative total in 2019. SCAG predicts an average 15 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 10,700 jobs is anticipated within the half-mile station RSAs of the Fairfax Alignment Alternative alone. Moreover, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSA, especially for active travelers. Therefore, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by PM TRA-1.

### 6.1.3.3 ALIGNMENT ALTERNATIVE 3: LA BREA

#### CONSTRUCTION IMPACTS

**No Impact.** There are no construction impacts related to O&M; O&M begins after construction is completed.

#### OPERATIONAL IMPACTS

**No Impact.** Implementation of the Project would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service would represent an expansion of economic activity in the Cities of Los Angeles and West Hollywood, Los Angeles County, and the state of California and thus would generate recurring net long-term economic impacts. The increased transit employment would result in positive economic impact to the cities, the county, and the state, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, creating additional consumer demand and jobs to meet that demand. However, as these transit workers are expected to be drawn from across the region and not concentrated in the RSAs, these activities are not expected to generate significant employment or economic growth in the RSAs.

Total additional transit employment would not be a significant percentage of the total employment in the RSAs which, as seen in Table 5-23, was about 53,000 jobs in the half-mile station RSAs for the La Brea Alignment Alternative total in 2019. SCAG predicts an average 16 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 8,500 jobs is anticipated within the half-mile station RSAs of the La Brea Alignment Alternative alone. Moreover, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSA, especially for active travelers. In short, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by PM TRA-1.

#### 6.1.3.4 HOLLYWOOD BOWL DESIGN OPTION

##### CONSTRUCTION IMPACTS

**No Impact.** There are no construction impacts related to O&M; O&M begins after construction is completed.

##### OPERATIONAL IMPACTS

**No Impact.** Implementation of the Project would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service would represent an expansion of economic activity in the City of Los Angeles, Los Angeles County, and the state of California and thus would generate recurring net long-term economic impacts. The increased transit employment would result in positive economic impact to the city, the county, and the state, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, creating additional consumer demand and jobs to meet that demand. However, as these transit workers are expected to be drawn from across the region and not concentrated in the RSAs, these activities are not expected to generate significant employment or economic growth in the RSAs.

Additional transit employment would not be a significant percentage of the total employment in the Hollywood Bowl Design Option RSA which, as seen in Table 5-11, Table 5-17, and Table 5-23, was about 1,500 jobs in the half-mile RSA in 2019. SCAG predicts 17 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 250 jobs is anticipated within the half-mile RSA alone. Moreover, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSA, especially for active travelers. Therefore, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by PM TRA-1.

#### 6.1.3.5 MAINTENANCE AND STORAGE FACILITY

**No Impact.** The MSF would have a limited and narrowly focused economic impact. Employment creation would be concentrated at the MSF site, with support for other employment throughout the greater metropolitan area as Metro purchases supplies and materials used at the MSF, and as MSF employees spend their wages on goods and services. The magnitude of hiring and the existing presence of firms that serve MSFs associated with other Metro lines, limit the potential for additional economic growth beyond the MSF site. Moreover, the concentration of employment at the MSF site is unlikely to cause negative impacts as PM TRA-1 would entail Metro's engagement in first/last mile planning with the host local jurisdiction to enhance the safety and access in the vicinity of the MSF site. This would avoid possible negative impacts associated with the concentration of economic activity and underscores that the growth at the MSF site is not unanticipated.

## 6.1.4 IMPACT GRW-2: POPULATION GROWTH

**Impact GRW-2:** Would construction, operation, and maintenance of the Project foster unanticipated population growth or population growth that is reasonably foreseen to diminish environmental quality?

### 6.1.4.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

#### CONSTRUCTION IMPACTS

**No Impact.** Population impacts for the RSAs identified for the San Vicente–Fairfax Alignment Alternative would begin after the Project opens for service following the construction period. Construction activity associated with the San Vicente–Fairfax Alignment Alternative would draw construction workers from across the greater metropolitan area. These workers would commute to their work sites; they do not relocate to each building site as these would change throughout the construction workers’ employment. As a consequence, it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction, thereby reducing the impact of construction on the San Vicente–Fairfax Alignment Alternative station RSAs’ access to the balance of the greater metropolitan area. Therefore, unanticipated population growth is not expected to result from construction of the San Vicente–Fairfax Alignment Alternative nor is the construction activity likely to drive the existing station RSA population to relocate because of the BMPs mandated by PM TRA-2.

#### OPERATIONAL IMPACTS

**No Impact.** Operation of the San Vicente–Fairfax Alignment Alternative would lead to improved mobility options for those living or working within the RSAs. This is an amenity that enhances the quality of life for the resident population in the RSAs and may attract households to relocate to the RSA over time. Travel time improvements and increased mobility options and accessibility to and from the area would make the area more desirable to residents. The growth represented by these household relocations is not unanticipated; growth and higher density residential areas are planned for the RSAs. These are established urban areas where economic and residential development has already occurred and where future population growth is anticipated and planned for, as described in Table 5-7 and Table 5-9.

As the Project would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population. As shown in Table 5-7 and Table 5-9, growth in population and households is already anticipated in the RSAs. For the half-mile station RSAs, SCAG predicts an average increase of about 40 percent in both population and households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alternative. Moreover, the expansion of population and households will increase foot traffic and circulation in the RSAs. As described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrians and bicyclists. Therefore, as there is no unanticipated population growth and the impact of greater population

activity in the RSAs would be addressed by PM TRA-1, there would be no operational impacts related to population for the San Vicente–Fairfax Alignment Alternative.

#### 6.1.4.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

##### CONSTRUCTION IMPACTS

**No Impact.** Population impacts for the RSAs identified for the Fairfax Alignment Alternative would begin after the Project opens for service following the construction period. Construction activity associated with the Fairfax Alignment Alternative would draw construction workers from across the greater metropolitan area. These workers would commute to their work sites; they would not relocate to each building site as these would change frequently over a construction worker’s employment. As a consequence, it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by the construction, thereby reducing the impact of construction on the Fairfax Alignment Alternative station RSAs’ access to the balance of the greater metropolitan area. Therefore, unanticipated population growth is not expected to result from construction of the Fairfax Alignment Alternative nor is the construction activity likely to drive population to relocate because of the BMPs mandated by PM TRA-2.

##### OPERATIONAL IMPACTS

**No Impact.** Operation of the Fairfax Alignment Alternative would lead to improved mobility options for those living or working within the RSAs. This is an amenity that enhances the quality of life for the resident population in the RSAs and may attract households to relocate to the RSAs over time. Travel time improvements and increased mobility options and accessibility to and from the area would make the area more desirable to residents. The growth represented by these household relocations is not unanticipated; growth and higher density residential areas are planned in the RSAs. These are established urban areas where economic and residential development has already occurred and where future population growth is anticipated and planned for, as described in Table 5-13 and Table 5-15.

As the Fairfax Alignment Alternative would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population. As shown in Table 5-13 and Table 5-15, growth in population and households is already anticipated in the RSAs. For the half-mile station RSAs, SCAG predicts an average increase of about 39 percent in both population and households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alternative. Moreover, the expansion of population and households would increase foot traffic and circulation in the RSAs. As described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrian and bicyclists. Therefore, as there is no unanticipated population growth and the impact of greater population activity in the RSAs would be addressed by PM TRA-1, there would be no operational impacts related to population for the Fairfax Alignment Alternative.

### 6.1.4.3 ALIGNMENT ALTERNATIVE 3: LA BREA

#### CONSTRUCTION IMPACTS

**No Impact.** Population impacts for the RSAs identified for the La Brea Alignment Alternative would begin after the Project opens for service following the construction period. Construction activity associated with the La Brea Alignment Alternative would draw construction workers from across the greater metropolitan area. These workers would commute to their work sites; they would not relocate to each building site as these can change several times over the course of a year. As a consequence, it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by the construction, thereby reducing the impact of construction on the station RSAs' access to the balance of the greater metropolitan area. Therefore, unanticipated population growth is not expected to result from construction of the La Brea Alignment Alternative, nor is the construction activity likely to drive population to relocate elsewhere because of the BMPs mandated by PM TRA-2.

#### OPERATIONAL IMPACTS

**No Impact.** Operation of the La Brea Alignment Alternative would lead to improved mobility options for those living or working within the RSAs identified along this alternative. This is an amenity that enhances the quality of life for the resident population in the RSAs and may attract households to relocate to the RSAs over time. Travel time improvements and increased mobility options and accessibility to and from the area would make the area more desirable to residents. The growth represented by these household relocations is not unanticipated; growth and higher density residential areas are planned in the RSAs. These are established urban areas where economic and residential development has already occurred and where future population growth is anticipated and planned for, as described in Table 5-19 and Table 5-21.

As the La Brea Alignment Alternative would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population. As shown in Table 5-19 and Table 5-21, growth in population and households is already anticipated in the RSAs. For the half-mile station RSAs, SCAG predicts an average increase of about 41 percent in population and 50 percent in households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alternative. Moreover, the expansion of population and households would increase foot traffic and circulation in the RSAs. As described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrian and bicyclists. Therefore, as there is no unanticipated population growth and the impact of greater population activity in the RSAs would be addressed by PM TRA-1, there would be no operational impacts related to population for the La Brea Alignment Alternative.

#### 6.1.4.4 HOLLYWOOD BOWL DESIGN OPTION

##### CONSTRUCTION IMPACTS

**No Impact.** Population impacts for the Hollywood Bowl Design Option would begin after the Project opens for service following the construction period. Construction activity may temporarily have an employment growth-hindering effect if the disruption deters people from visiting the areas for commercial or entertainment purposes, but it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Therefore, there would be no construction impacts related to population growth.

##### OPERATIONAL IMPACTS

**No Impact.** Operation of the Project would lead to improved mobility options for those living or working within the RSAs and increase transit ridership, thus likely reducing the occurrence of auto trips and alleviating congestion. This would generate time savings for both drivers and transit users and reduce the number of accidents on the road network. Travel time improvements and increased mobility options and accessibility to and from the area would make the area more desirable to residents and employers. Time savings and emissions reductions are not anticipated to induce growth; however, the population may increase as a result of decreased air pollution and increased development in the area due to increased accessibility.

As the Project would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population and density of economic activities. As shown in Table 5-7 and Table 5-9, growth in population and households is already anticipated in the RSAs. For the half-mile Hollywood Bowl Design Option RSA, SCAG predicts an average increase of about 65 percent in population and 50 percent households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this design option.

#### 6.1.4.5 MAINTENANCE AND STORAGE FACILITY

##### CONSTRUCTION IMPACTS

**No Impact.** The MSF represents a new employment site in the greater metropolitan area. Workers would be drawn from across the greater metropolitan area and would not be anticipated to relocate near this industrial-related work site. Population impacts for the MSF would begin after the Project opens for service following the construction period. The disruption associated with construction activity may temporarily deter people from visiting the area, but it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with the host local jurisdiction, reducing the potential disruption. Therefore, construction impacts related to population are not expected and there would be no impact.

## OPERATIONAL IMPACTS

**No Impact.** The MSF differs from station-based RSAs in that they do not generate the mobility, access, and connectivity amenities of an added Metro station. For this reason, their operation is not expected to increase the attractiveness of the area and generate unanticipated population growth. Because of the noise and industrial-type activity of these locations, an MSF is typically located in areas zoned for uses other than residential, further limiting the potential for unanticipated population growth in the area around the MSF.

### 6.1.5 IMPACT GRW-3: ECONOMIC DEVELOPMENT

**Impact GRW-3:** Would riders' use of the Project increase the attractiveness of proposed station areas (i.e., the RSAs) to a degree that unanticipated economic development occurs or is reasonably foreseen to diminish environmental quality?

#### 6.1.5.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

## CONSTRUCTION IMPACTS

**No Impact.** Economic development impacts for the San Vicente–Fairfax Alignment Alternative would follow construction and begin after the Project opens for service. Construction activity may temporarily hinder economic development if the disruption deters people from visiting the area for commercial purposes, but as described in PM TRA-2, a construction TMP would be prepared with all local jurisdictions affected by construction. Implementation of the TMP would avoid the disruption, make residents and businesses aware of detours and temporary closures, and create “work arounds.” Therefore, no construction impacts related to economic development are expected.

## OPERATIONAL IMPACTS

**Less than Significant Impact.** As identified in Section 6.1.4.1, implementation of the Project would likely increase the attractiveness of the RSAs for individuals, businesses, and developers. This in turn could foster and support opportunities for economic development, with improved accessibility and densification of land uses around transit stations acting as a catalyst for attracting commercial activities, and by extension of employment. However, as detailed in Chapter 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. SCAG, for example, defines two goals that align with this transit-oriented economic development:

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

Therefore, it is unlikely that the Project would spark unanticipated economic development in the RSAs or that the economic development would diminish environmental quality. Rather, the implementation of transit would help anchor these plans to focus future economic development around transit. Moreover, the Project includes PM TRA-1, a feature by which Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrian and bicyclist access to the station

areas, supporting local goals to facilitate active transportation in areas of future development. In short, operation of the San Vicente–Fairfax Alignment Alternative would not lead to unanticipated growth nor a negative impact on economic development, but rather help direct it to areas where it is desired, a beneficial outcome. Therefore, impacts would be less than significant.

### 6.1.5.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

#### CONSTRUCTION IMPACTS

**No Impact.** Economic development impacts for the Fairfax Alignment Alternative would follow construction and begin after the Project opens for service. Construction activity may temporarily hinder economic development if the disruption deters people from visiting the area for commercial purposes, but as described in PM TRA-2, a construction TMP would be prepared with all local jurisdictions affected by construction. Implementation of the TMP would avoid the disruption, make residents and businesses aware of detours and temporary closures, and create “work arounds.” Therefore, no construction impacts related to economic development are expected.

#### OPERATIONAL IMPACTS

**Less than Significant Impact.** As identified in Section 6.1.4.1, implementation of the Project would likely increase the attractiveness of the RSAs for individuals, businesses, and developers. This in turn could foster and support opportunities for economic development, with improved accessibility and densification of land uses around transit stations acting as a catalyst for attracting commercial activities, and by extension employment. However, as detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. SCAG, for example, defines two goals that align with this transit-oriented economic development:

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

Therefore, it is unlikely that the Project would spark unanticipated economic development in the RSAs or that the economic development would diminish environmental quality. Rather, the implementation of transit would help anchor these plans to focus future economic development around transit. Moreover, the Project includes PM TRA-1, a feature by which Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrian and bicyclist access to the station areas, supporting local goals to facilitate active transportation in areas of future development. In short, operation of the Fairfax Alignment Alternative would not lead to unanticipated growth nor a negative impact on economic development, but rather help direct it to areas where it is desired, a beneficial outcome. Therefore, impacts related to economic development would be less than significant.

### 6.1.5.3 ALIGNMENT ALTERNATIVE 3: LA BREA

#### CONSTRUCTION IMPACTS

**No Impact.** Economic development impacts for the La Brea Alignment Alternative would follow construction and begin after the Project opens for service. Construction activity may temporarily hinder economic development if the disruption deters people from visiting the area for commercial purposes, but as described in PM TRA-2, a construction TMP would be prepared with all local jurisdictions affected by the construction. Implementation of the TMP would avoid the disruption, make residents and businesses aware of detours and temporary closures, and create “work arounds.” Therefore, there would be no construction impacts related to economic development.

#### OPERATIONAL IMPACTS

**Less than Significant Impact.** As identified in Section 6.1.4.1, implementation of the Project would likely increase the attractiveness of the RSAs for individuals, businesses, and developers. This in turn could foster and support opportunities for economic development, with improved accessibility and densification of land uses around transit stations acting as a catalyst for attracting commercial activities, and by extension, employment. However, as detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. SCAG, for example, defines two goals that align with this transit-oriented economic development:

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

Therefore, it is unlikely that the Project would spark unanticipated economic development in the RSAs or that the economic development would diminish environmental quality. Rather, the implementation of transit would help anchor these plans to focus future economic development around transit. Moreover, the Project includes PM TRA-1, a feature by which Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrian and bicyclist access to the station areas, supporting local goals to facilitate active transportation in areas of future development. In short, operation of the La Brea Alignment Alternative would not lead to unanticipated growth nor a negative impact on economic development, but rather help direct it to areas where it is desired, a beneficial outcome. Therefore, impacts related to economic development would be less than significant.

### 6.1.5.4 HOLLYWOOD BOWL DESIGN OPTION

#### CONSTRUCTION IMPACTS

**No Impact.** Economic development impacts for the Hollywood Bowl Design Option are consistent with the impacts of the alignment alternatives. Economic development impacts for the design option would follow construction and begin after the Project opens for service. Construction activity may temporarily hinder economic development if the disruption deters people from visiting the area for

commercial purposes, but as described in PM TRA-2, a construction TMP would be prepared with all local jurisdictions affected by construction. Implementation of the TMP would avoid the disruption, make residents and businesses aware of detours and temporary closures, and create “work arounds.” Therefore, no construction impacts related to economic development are expected.

### Operational Impacts

**Less than Significant Impact.** As identified in Section 6.1.4.1, implementation of the Hollywood Bowl Design Option would likely increase the attractiveness of the RSAs for individuals, businesses, and developers. This in turn could foster and support opportunities for economic development, with improved accessibility and densification of land uses around transit stations acting as a catalyst for attracting commercial activities, and by extension, employment. However, as detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. SCAG, for example, defines two goals that align with this transit-oriented economic development:

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

Therefore, it is unlikely that economic development in the RSAs exceeds planned capacities or is reasonably foreseen to diminish environmental quality. Therefore, impacts related to economic development would be less than significant.

### 6.1.5.5 MAINTENANCE AND STORAGE FACILITY

#### CONSTRUCTION AND OPERATIONAL IMPACTS

**No Impact.** The MSF differs from station-based RSAs in that it does not generate the mobility, access, and connectivity amenities of an added Metro station. For this reason, operation of the MSF is not expected to increase the attractiveness of the area and generate unanticipated population growth. Because of the noise and industrial-type activity of an MSF, an MSF is typically located in areas zoned for uses other than residential, further limiting the potential for unanticipated population growth in the area around the MSF. There would be no growth inducing impact associated with the MSF.

### 6.1.6 IMPACT GRW-4: LAND USE

**Impact GRW-4:** Would operation of the Project lead to the transition of land uses inconsistent with planned uses within the RSAs?

### 6.1.6.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

#### CONSTRUCTION IMPACTS

**No Impact.** As detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. Construction of the San Vicente–Fairfax Alignment Alternative would add a transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, there is no growth inducing impact related to land use.

#### OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of transit is essential to realizing a community’s vision for clustered growth and walkable communities. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. The connectivity and access provided by transit operation are essential to realizing this growth pattern. Moreover, as highlighted in Table 5-7 through Table 5-12, the RSAs associated with the alignment have significant unrealized growth potential. Rather than unanticipated growth, any growth generated by the Project would support the community in concentrating economic development and supportive land uses in areas where it can be efficiently served with transit.

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over the RSA. While this Project would not create any new land uses, some land uses would be converted to encourage higher density TOD districts, but not in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in Chapter 3. In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Therefore, transit operation would likely induce changes in land use, but these changes are desired and have been planned for, rather than being unintended changes. Impacts related to land use would be less than significant.

### 6.1.6.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

#### CONSTRUCTION IMPACTS

**No Impact.** As detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that

facilitate transit and active transportation. Construction of the Fairfax Alignment Alternative would add a transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, there would be no growth inducing impact related to land use.

### OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of transit is essential to realizing a community's vision for clustered growth and walkable communities. Using SCAG's plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. The connectivity and access provided by transit operation are essential to realizing this growth pattern. Moreover, as highlighted in Table 5-13 through Table 5-18, the RSAs associated with the alignment have significant unrealized growth potential. Rather than unanticipated growth, any growth generated by the Project would support the community in concentrating economic development and supportive land uses in areas where it can be efficiently served with transit.

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over the RSA. While this Project would not create any new land uses, some land uses would be converted to encourage higher density TOD districts, but not in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in Chapter 3 Regulatory Framework. In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Therefore, transit operation would likely induce changes in land use, but these changes are desired and have been planned for, rather than being unintended changes. Impacts related to land use would be less than significant.

#### 6.1.6.3 ALIGNMENT ALTERNATIVE 3: LA BREA

### CONSTRUCTION IMPACTS

**No Impact.** As detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG's plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. Construction of the La Brea Alignment Alternative would add a transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, there would be no growth inducing impact related to land use.

## OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of transit is essential to realizing a community’s vision for clustered growth and walkable communities. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. The connectivity and access provided by transit operation are essential to realizing this growth pattern. Moreover, as highlighted in Table 5-19 through Table 5-24, the RSAs associated with the alignment have significant unrealized growth potential. Rather than unanticipated growth, any growth generated by the Project would support the community in concentrating economic development and supportive land uses in areas where it can be efficiently served with transit.

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over the RSA. While this Project would not create any new land uses, some land uses would be converted to encourage higher density TOD districts, but not in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in Chapter 3 Regulatory Framework. Future development may therefore allocate a smaller footprint to parking and allow property owners to optimize their properties for other uses. In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Therefore, transit operation would likely induce changes in land use, but these changes are desired and have been planned for, rather than being unintended changes. Impacts related to land use would be less than significant.

### 6.1.6.4 HOLLYWOOD BOWL DESIGN OPTION

## CONSTRUCTION IMPACTS

**No Impact.** As detailed in Section 3.3, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. Construction of the design option would add transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, there would be no growth inducing impact related to land use for the Hollywood Bowl Design Option.

## OPERATIONAL IMPACTS

**Less than Significant Impact.** Operation of transit is essential to realizing a community’s vision for clustered growth and walkable communities. Using SCAG’s plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. The connectivity and access provided by transit operation are essential to

realizing this growth pattern. Moreover, as highlighted in Table 5-7 through Table 5-12, the RSAs associated with the design option have significant unrealized growth potential. Rather than unanticipated growth, any growth generated by the Project would support the community in concentrating economic development and supportive land uses in areas where it can be efficiently served with transit.

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over the RSA. While this Project would not create any new land uses, some land uses would be converted to encourage higher density TOD districts, but not in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such as the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in Chapter 3. In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Therefore, transit operation would likely induce changes in land use, but these changes are desired and have been planned for, rather than being unintended changes. Impacts would be less than significant.

#### 6.1.6.5 MAINTENANCE AND STORAGE FACILITY

**No Impact.** The MSF differs from station-based RSAs in that it does not generate the mobility, access, and connectivity amenities of an added Metro station. For this reason, its operation is not expected to induce changes to land use such as that from a TOD. Because of the noise and industrial-type activity of an MSF, an MSF is typically located in areas zoned for compatible uses, further limiting the potential for unanticipated changes in land use. There would be no growth inducing impact associated with the MSF.

#### 6.1.7 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
<b>Impact GRW-1:</b> Would operation and maintenance of the Project foster unanticipated economic growth or changes that are reasonably foreseen to diminish environmental quality?	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact			
<b>Impact GRW-2:</b> Would construction, operation, and maintenance of the Project foster unanticipated population growth or growth that is reasonably foreseen to diminish environmental quality?	<u>Construction:</u> No Impact <u>Operations:</u> No Impact	<u>Construction:</u> No Impact <u>Operations:</u> No Impact			
<b>Impact GRW-3:</b> Would riders' use of the Project increase the attractiveness of proposed station areas (i.e., the RSAs) to a degree that unanticipated economic development occurs or is reasonably foreseen to diminish environmental quality?	<u>Construction:</u> No Impact <u>Operations:</u> Less than Significant	<u>Construction:</u> No Impact <u>Operations:</u> No Impact			
<b>Impact GRW-4:</b> Would operation of the Project lead to the transition of land uses inconsistent with planned uses within the RSAs?	<u>Construction:</u> No Impact <u>Operations:</u> Less than Significant	<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 growth inducement. 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
<b>STATIONS</b>			
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 <sup>rd</sup>	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
<b>DESIGN OPTION</b>			
Hollywood Bowl Design Option	30.4	29.0	17.4
<b>MAINTENANCE AND STORAGE FACILITY</b>			
MSF	14.0	15.9	9.9

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

## 7.2 CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Project, in conjunction with other development within the geographic area of the City of Los Angeles, the City of West Hollywood, and Los Angeles County. Development of cumulative projects would be required to conform to the requirements of the Cities of Los Angeles and West Hollywood and would be subject to development review. While other projects could consist of new development, redevelopments, or new infrastructure, future projects may also help communities and neighborhoods within the RSAs of the proposed stations, design option, and MSF remain cohesive.

The Project would generate long-term positive impacts to the communities it traverses and would further goals and policies for revitalization and investment within the RSA. The Project's operation would lead to improvements in mobility options for the communities in terms of greater modal choice and reduced travel time; however, these impacts would not likely be great enough to induce development beyond the opportunities associated with existing land use planning, policies, and regulations of agencies with jurisdiction over the RSA. As a result, the Project would have a less than significant impact under CEQA with regard to growth inducement.

The proposed stations, the design option, and the MSF, in combination with other probable future developments, would be consistent with local plans and policies and would not divide an established community. Therefore, the Project would not contribute to a cumulatively considerable condition.

### 7.2.1 ALIGNMENTS AND STATIONS

The Project is intended to increase the overall accessibility and mobility within the RSAs of the stations associated with each alignment alternative and would not directly result in population growth within surrounding communities. However, the Project could indirectly affect population, housing, and employment growth in combination with other probable future projects in the region. Considered cumulatively, the increases in population, households, or employment could require construction or expansion of new community facilities, including police facilities, fire response facilities, schools, parks, or recreational facilities, or otherwise increase the use of existing facilities. However, the stations associated with each alignment alternative would not introduce new housing or commercial uses, have direct impacts on such facilities, generate new users of facilities, or otherwise increase use of such facilities. Implementation of the Project would not result in incremental increases that would be cumulatively considerable when considered together with similar impacts from other probable future projects.

Similar to the Project, probable future projects would be approved solely at the discretion of the Cities of Los Angeles and West Hollywood and would be subject to all applicable requirements and regulations of local jurisdictions, as identified in Section 3.3. Therefore, it is anticipated that any potential growth inducing impacts would be addressed and mitigated by restrictions imposed by local jurisdictions, and development around station areas would not occur in an uncontrolled manner.

Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG-adopted growth projections, which are based on the general plan land use designations of the Cities of Los Angeles and West Hollywood. Therefore, impacts from the proposed stations, in combination with projected future projects, would not be cumulatively considerable relative to population and employment growth.

Based on the analysis above, the incremental effect of the stations associated with each alignment alternative 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 would have impacts similar to those described in Section 7.2.1. Based on the analysis above, the incremental effect of the design option would not be cumulatively considerable, and the cumulative impact would be less than significant.

### 7.2.3 MAINTENANCE AND STORAGE FACILITY

The MSF would not include new or temporary housing or businesses that would directly result in population growth. As the facility is industrial in nature, it may cause impacts in noise, etc., which are

discussed in other technical reports for this Project. However, the cumulative impacts of the MSF on population, households, and employment would not be substantial enough to put a burden on nearby resources.

### 7.3 CUMULATIVE MITIGATION MEASURES

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

## CHAPTER 8 REFERENCES

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