

WESTSIDE SUBWAY EXTENSION

Community and Neighborhood Technical Report



August 2010





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Acronyms and Abbreviations

AA	Alternatives Analysis
ADA	<i>Americans with Disabilities Act</i> (42 USC 126)
APM	automated people mover
BRS	blast relief shafts
BRT	bus rapid transit
CCTV	closed-circuit television
CEQA	California Environmental Quality Act (PRC 21000-21177)
CFR	Code of Federal Regulations
CSOP	control standard operating procedure
EIR	environmental impact report
EIS	environmental impact statement
Expo I	Exposition Boulevard Light Rail Phase I
Expo II	Exposition Boulevard Light Rail Phase II
FAI	fresh air intakes
GIS	geographic information system
GLAVA	Greater Los Angeles Veterans Administration
HOV	high-occupancy vehicle
HPOZ	historic preservation overlay zones
HRT	heavy rail transit
HRV	heavy rail vehicles
I-10	Interstate 10 Freeway
I-405	Interstate 405 Freeway
LADOT	Los Angeles Department of Transportation
LAMC	Los Angeles Municipal Code
LAWA	Los Angeles World Airports
LAX	Los Angeles Airport
LPA	Locally Preferred Alternative
LRT	light rail transit
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MM	mitigation measure
MOS	minimum operable segment
mph	miles per hour



MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act (42 USC 4321-4347)
O&M	operations and maintenance
OTE	over track exhaust
PTEL	passenger assistance telephones
ROC	Rail Operations Center
RTP	<i>Regional Transportation Plan</i>
SCAG	Southern California Association of Governments
SOP	standard operating procedure
SR 90	State Route 90
TOD	transit-oriented development
TPIS	transit passenger information system
TPSS	traction power substation
TSD	transit-supportive development
TSM	transportation system management
TVM	ticket vending machines
UCLA	University of California, Los Angeles
UPE	under platform exhaust
UPRR	Union Pacific Railroad
VA	Veterans Affairs



1.0 INTRODUCTION

This report examines the affected environment and potential impacts of the project related to communities and neighborhoods. First, the regulatory framework is defined. Next, the social, economic, and demographic characteristics of the communities and neighborhoods located within the Study Area are outlined. Following the demographic characteristics are descriptions and profiles of the existing neighborhoods and communities that may be affected by the proposed project alternatives. Lastly, the impacts of each project alternative, the design options, and potential maintenance and operations facility sites are discussed. If applicable, mitigation measures are identified to reduce potential significant impacts.

Major transit projects can affect the social environment of neighborhoods and communities, potentially resulting in changes to the physical layout of the area, demographics, land uses, and the sense of neighborhood in local communities. Thus the, community and neighborhood impact analyses address community cohesion, the division of established communities, community barriers, removal or displacement of community assets or special buildings, removal of parking, access to community assets, and economic development. As such, this analysis relates closely to the discussions of land use, environmental justice, traffic, and displacement within those reports. As part of the National Environmental Policy Act (NEPA) process, the Metro has coordinated with local planning agencies and conducted public outreach to determine the scope of potential effects the proposed alternatives may have on established communities and neighborhoods within the Study Area.



2.0 PROJECT DESCRIPTION

This chapter describes the alternatives that have been considered to best satisfy the Purpose and Need and have been carried forward for further study in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Details of the No Build, Transportation Systems Management (TSM), and the five Build Alternatives (including their station and alignment options and phasing options (or minimum operable segments [MOS])) are presented in this chapter.

2.1 No Build Alternative

The No Build Alternative provides a comparison of what future conditions would be like if the Project were not built. The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the Metro LRTP and the SCAG RTP. Under the No Build Alternative, no new transportation infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP.

2.2 TSM Alternative

The TSM Alternative emphasizes more frequent bus service than the No Build Alternative to reduce delay and enhance mobility. The TSM Alternative contains all elements of the highway, transit, Metro Rail, and bus service described under the No Build Alternative. In addition, the TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period.

In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

2.3 Build Alternatives

The Build Alternatives are considered to be the “base” alternatives with “base” stations. Alignment (or segment) and station options were developed in response to public comment, design refinement, and to avoid and minimize impacts to the environment.

The Build Alternatives extend heavy rail transit (HRT) service in subway from the existing Metro Purple Line Wilshire/Western Station. HRT systems provide high speed (maximum of 70 mph), high capacity (high passenger-carrying capacity of up to 1,000 passengers per train and multiple unit trains with up to six cars per train), and reliable service since they operate in an exclusive grade-separated right-of-way. The subway will operate in a tunnel at least 30 to 70 feet below ground and will be electric powered.

Furthermore, the Build Alternatives include changes to the future bus services. Metro Bus Line 920 would be eliminated and a portion of Line 20 in the City of Santa Monica would be eliminated since it would be duplicated by the Santa Monica Blue Bus Line 2. Metro Rapid



Bus Line 720 would operate less frequently since its service route would be largely duplicated by the Westside Subway route. In the City of Los Angeles, headways (time between buses) for Line 720 are between 3 and 5 minutes under the existing network and will be between 5 and 11.5 minutes under the Build Alternatives, but no change in Line 720 would occur in the City of Santa Monica segment. Service frequencies on other Metro Rail lines and bus routes in the corridor would be the same as for the No Build Alternative.

2.3.1 Alternative 1—Westwood/UCLA Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/UCLA Station (Figure 2-1). From the Wilshire/Western Station, Alternative 1 travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station. Alternative 1 then extends from Century City and terminates at a Westwood/UCLA Station. The alignment is approximately 8.60 miles in length.

Alternative 1 would operate in each direction at 3.3-minute headways during morning and evening peak periods and at 10-minute headways during midday. The estimated one-way running time is 12 minutes 39 seconds from the Wilshire/Western Station.

2.3.2 Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-2). Similar to Alternative 1, Alternative 2 extends the subway from the Wilshire/Western Station to a Westwood/UCLA Station. Alternative 2 then travels westerly under Veteran Avenue and continues west under the I-405 Freeway, terminating at a Westwood/VA Hospital Station. This alignment is 8.96 miles in length from the Wilshire/Western Station.

Alternative 2 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and at 10-minute headways during the midday, off-peak period. The estimated one-way running time is 13 minutes 53 seconds from the Wilshire/Western Station.

2.3.3 Alternative 3—Santa Monica Extension

This alternative extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station in Santa Monica (Figure 2-3). Similar to Alternative 2, Alternative 3 extends the subway from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 3 then continues westerly under Wilshire Boulevard and terminates at the Wilshire/4th Street Station between 4th and 5th Streets in Santa Monica. The alignment is 12.38 miles.

Alternative 3 would operate in each direction at 3.3-minute headways during the morning and evening peak periods and operate with 10-minute headways during the midday, off-peak period. The estimated one-way running time is 19 minutes 27 seconds from the Wilshire/Western Station.

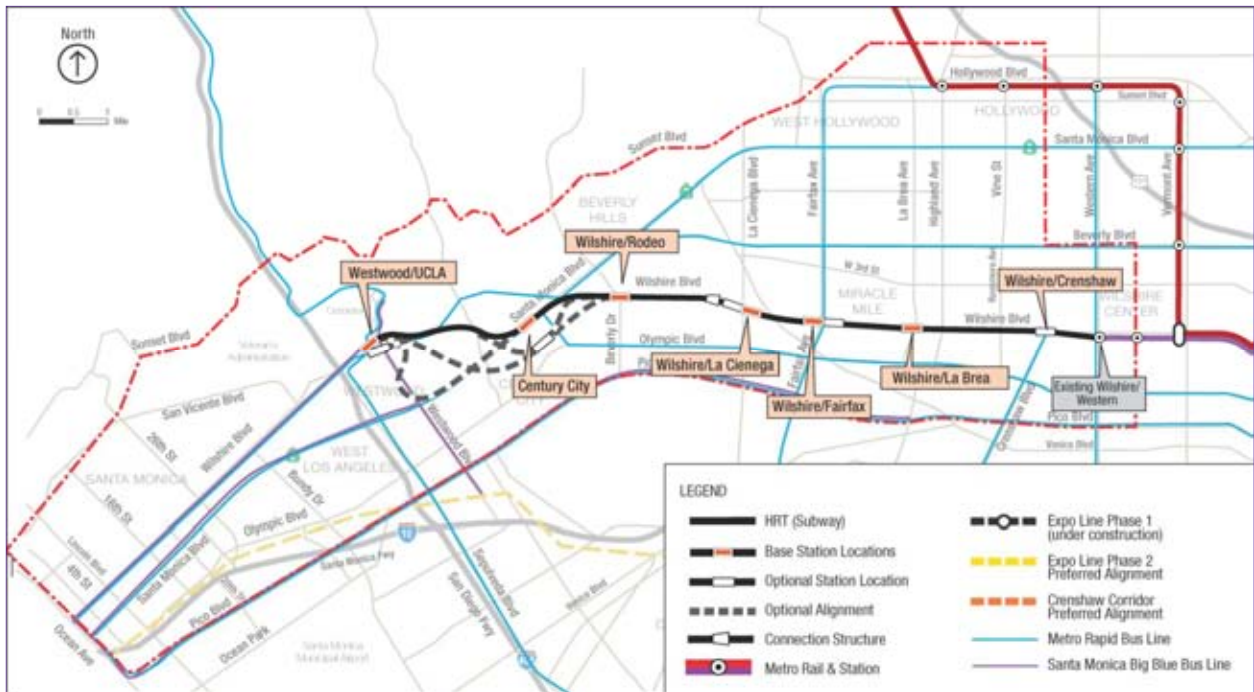


Figure 2-1. Alternative 1—Westwood/UCLA Extension

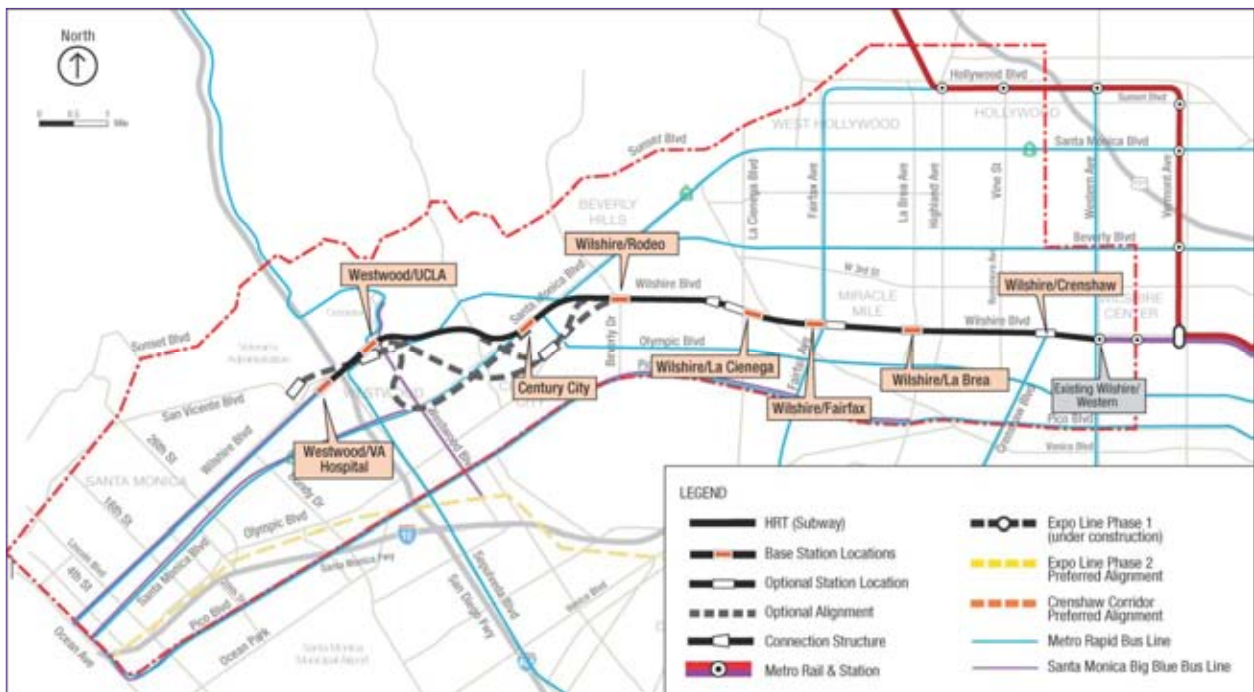


Figure 2-2. Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension



Figure 2-3. Alternative 3—Santa Monica Extension

2.3.4 Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

Similar to Alternative 2, Alternative 4 extends the existing Metro Purple Line from the Wilshire/Western Station to a Westwood/VA Hospital Station. Alternative 4 also includes a West Hollywood Extension that connects the existing Metro Red Line Hollywood/Highland Station to a track connection structure near Robertson and Wilshire Boulevards, west of the Wilshire/La Cienega Station (Figure 2-4). The alignment is 14.06 miles long.

Alternative 4 would operate from Wilshire/Western to a Westwood/VA Hospital Station in each direction at 3.3-minute headways during morning and evening peak periods and 10-minute headways during the midday off-peak period. The West Hollywood extension would operate at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the Metro Purple Line extension is 13 minutes 53 seconds, and the running time for the West Hollywood from Hollywood/Highland to Westwood/VA Hospital is 17 minutes and 2 seconds.

2.3.5 Alternative 5—Santa Monica Extension plus West Hollywood Extension

Similar to Alternative 3, Alternative 5 extends the existing Metro Purple Line from the Wilshire/Western Station to the Wilshire/4th Station and also adds a West Hollywood Extension similar to the extension described in Alternative 4 (Figure 2-5). The alignment is 17.49 miles in length. Alternative 5 would operate the Metro Purple Line extension in each direction at 3.3-minute headways during the morning and evening peak periods and 10-minute headways during the midday, off-peak period. The West Hollywood extension would operate in each direction at 5-minute headways during peak periods and 10-minute headways during the midday, off-peak period. The estimated one-way running time for the

Metro Purple Line extension is 19 minutes 27 seconds, and the running time from the Hollywood/Highland Station to the Wilshire/4th Station is 22 minutes 36 seconds.

2.3.6 Stations and Segment Options

HRT stations consist of a station “box,” or area in which the basic components are located. The station box can be accessed from street-level entrances by stairs, escalators, and elevators that would bring patrons to a mezzanine level where the ticketing functions are located. The 450-foot platforms are one level below the mezzanine level and allow level boarding (i.e., the train car floor is at the same level as the platform). Stations consist of a center or side platform. Each station is equipped with under-platform exhaust shafts, over-track exhaust shafts, blast relief shafts, and fresh air intakes. In most stations, it is anticipated that only one portal would be constructed as part of the Project, but additional portals could be developed as a part of station area development (by others). Stations and station entrances would comply with the *Americans with Disabilities Act of 1990*, Title 24 of the California Code of Regulations, the California Building Code, and the Department of Transportation Subpart C of Section 49 CFR Part 37.



Figure 2-4. Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension

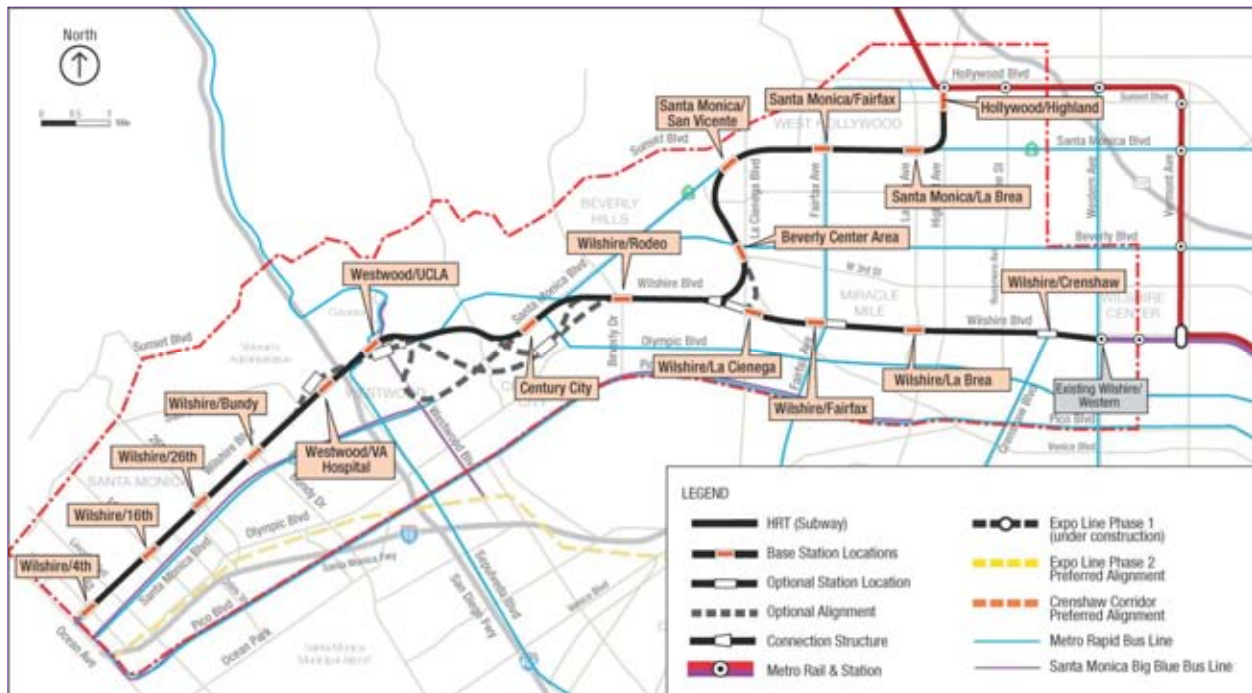


Figure 2-5. Alternative 5—Santa Monica Extension plus West Hollywood Extension

Platforms would be well-lighted and include seating, trash receptacles, artwork, signage, safety and security equipment (closed-circuit television, public announcement system, passenger assistance telephones), and a transit passenger information system. The fare collection area includes ticket vending machines, fare gates, and map cases.

Table 2-1 lists the stations and station options evaluated and the alternatives to which they are applicable. Figure 2-6 shows the proposed station and alignment options. These include:

- Option 1—Wilshire/Crenshaw Station Option
- Option 2—Fairfax Station Option
- Option 3—La Cienega Station Option
- Option 4—Century City Station and Alignment Options
- Option 5—Westwood/UCLA Station Option
- Option 6—Westwood/VA Hospital Station Option

Table 2-1. Alternatives and Stations Considered

Stations	Alternatives				
	1	2	3	4	5
	Westwood/ UCLA Extension	Westwood/ VA Hospital Extension	Santa Monica Extension	Westwood/ VA Hospital Extension Plus West Hollywood Extension	Santa Monica Extension Plus West Hollywood Extension
Base Stations					
Wilshire/Crenshaw	•	•	•	•	•
Wilshire/La Brea	•	•	•	•	•
Wilshire/Fairfax	•	•	•	•	•
Wilshire/La Cienega	•	•	•	•	•
Wilshire/Rodeo	•	•	•	•	•
Century City (Santa Monica Blvd)	•	•	•	•	•
Westwood/UCLA (Off-street)	•	•	•	•	•
Westwood/VA Hospital		•	•	•	•
Wilshire/Bundy			•		•
Wilshire/26th			•		•
Wilshire/16th			•		•
Wilshire/4th			•		•
Hollywood/Highland				•	•
Santa Monica/La Brea				•	•
Santa Monica/Fairfax				•	•
Santa Monica/San Vicente				•	•
Beverly Center Area				•	•
Station Options					
1—No Wilshire/Crenshaw	•	•	•	•	•
2—Wilshire/Fairfax East	•	•	•	•	•
3—Wilshire/La Cienega (Transfer Station)	•	•	•	•	•
4—Century City (Constellation Blvd)	•	•	•	•	•
5—Westwood/UCLA (On-street)	•	•	•	•	•
6—Westwood/VA Hospital North		•	•	•	•

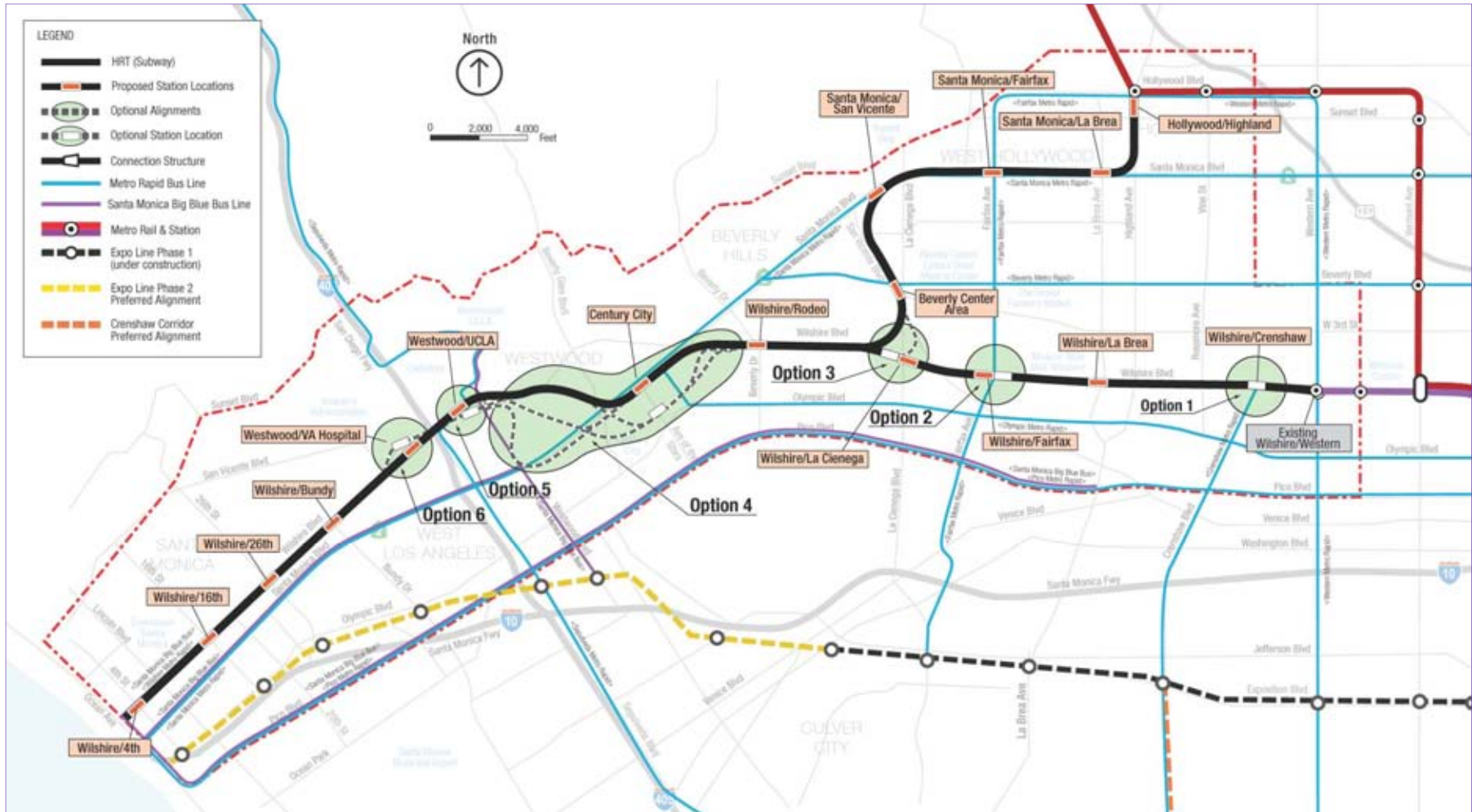


Figure 2-6. Station and Alignment Options



2.3.7 Option 1—Wilshire/Crenshaw Station Option

Base Station: Wilshire/Crenshaw Station—The base station straddles Crenshaw Boulevard, between Bronson Avenue and Lorraine Boulevard.

Station Option: Remove Wilshire/Crenshaw Station—This station option would delete the Wilshire/Crenshaw Station. Trains would run from the Wilshire/Western Station to the Wilshire/La Brea Station without stopping at Crenshaw. A vent shaft would be constructed at the intersection of Western Avenue and Wilshire Boulevard (Figure 2-7).

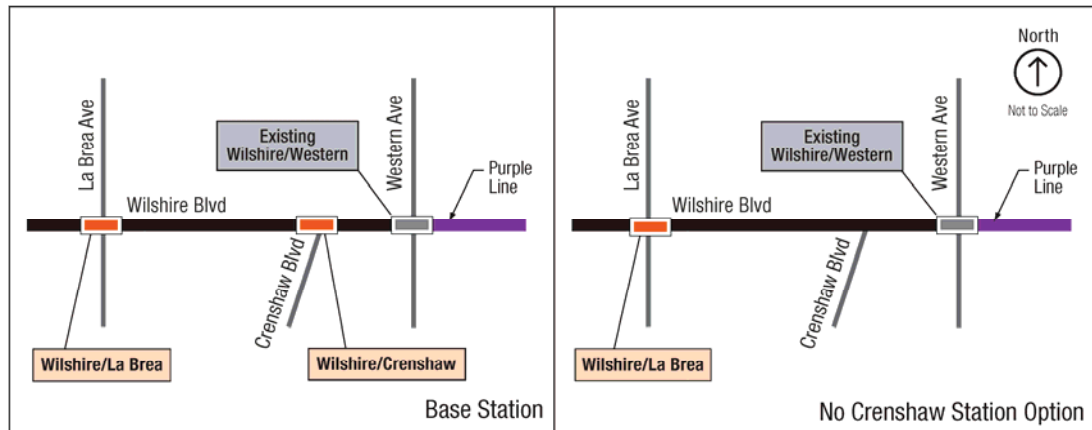


Figure 2-7. Option 1—No Wilshire/Crenshaw Station Option

2.3.8 Option 2—Wilshire/Fairfax Station East Option

Base Station: Wilshire/Fairfax Station—The base station is under the center of Wilshire Boulevard, immediately west of Fairfax Avenue.

Station Option: Wilshire/Fairfax Station East Station Option—This station option would locate the Wilshire/Fairfax Station farther east, with the station underneath the Wilshire/Fairfax intersection (Figure 2-8). The east end of the station box would be east of Orange Grove Avenue in front of LACMA, and the west end would be west of Fairfax Avenue.

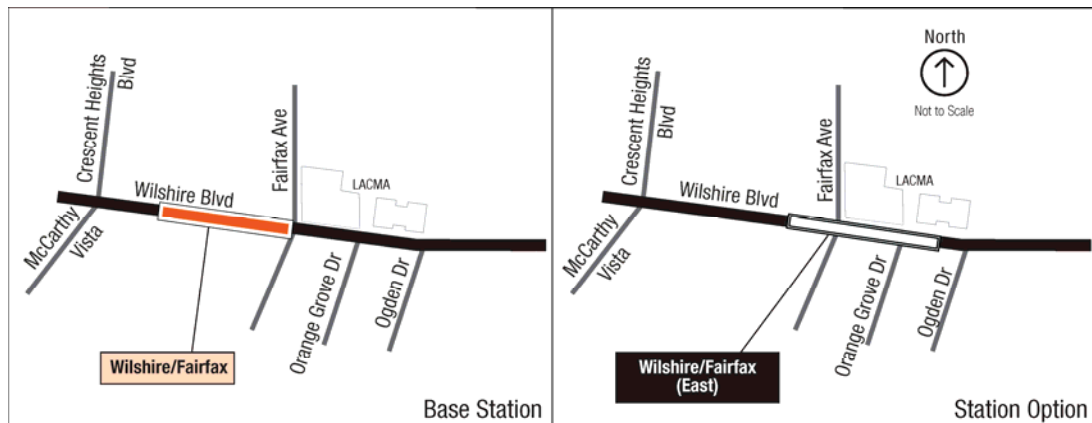


Figure 2-8. Option 2—Fairfax Station Option

2.3.9 Option 3—Wilshire/La Cienega Station Option

Base Station: Wilshire/La Cienega Station—The base station would be under the center of Wilshire Boulevard, immediately east of La Cienega Boulevard. A direct transfer between the Metro Purple Line and the potential future West Hollywood Line is not provided with this station. Instead, a connection structure is proposed west of Robertson Boulevard as a means to provide a future HRT connection to the West Hollywood Line.

Station Option: Wilshire/La Cienega Station West with Connection Structure—The station option would be located west of La Cienega Boulevard, with the station box extending from the Wilshire/Le Doux Road intersection to just west of the Wilshire/Carson Road intersection (Figure 2-9). It also contains an alignment option that would provide an alternate HRT connection to the future West Hollywood Extension. This alignment portion of Option 3 is only applicable to Alternatives 4 and 5.

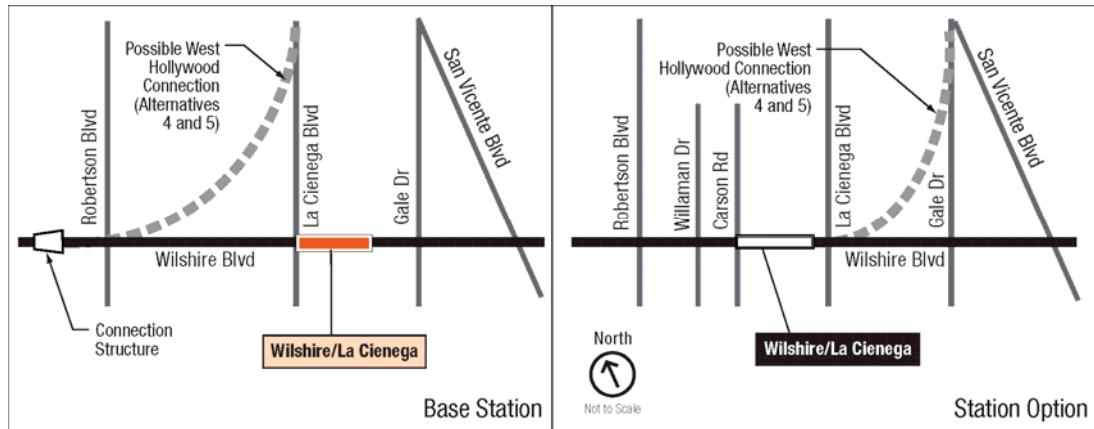


Figure 2-9. Option 3—La Cienega Station Option

2.3.10 Option 4—Century City Station and Segment Options

Century City Station and Beverly Hills to Century City Segment Options

Base Station: Century City (Santa Monica) Station—The base station would be under Santa Monica Boulevard, centered on Avenue of the Stars.

Station Option: Century City (Constellation) Station—With Option 4, the Century City Station has a location option on Constellation Boulevard (Figure 2-10), straddling Avenue of the Stars and extending westward to east of MGM Drive.

Segment Options: Two route options are proposed to connect the Wilshire/Rodeo Station to Century City (Constellation) Station: Constellation North and Constellation South. As shown in Figure 2-10, the base segment to the base Century City (Santa Monica) Station is shown in the solid black line and the segment options to Century City (Constellation) Station are shown in the dashed grey lines.

Century City to Westwood Segment Options

Three route options considered for connecting the Century City and Westwood stations include: East, Central, and West. As shown in Figure 2-10, each of these three segments



would be accessed from both Century City Stations and both Westwood/UCLA Stations. The base segment is shown in the solid black line and the options are shown in the dashed grey lines.

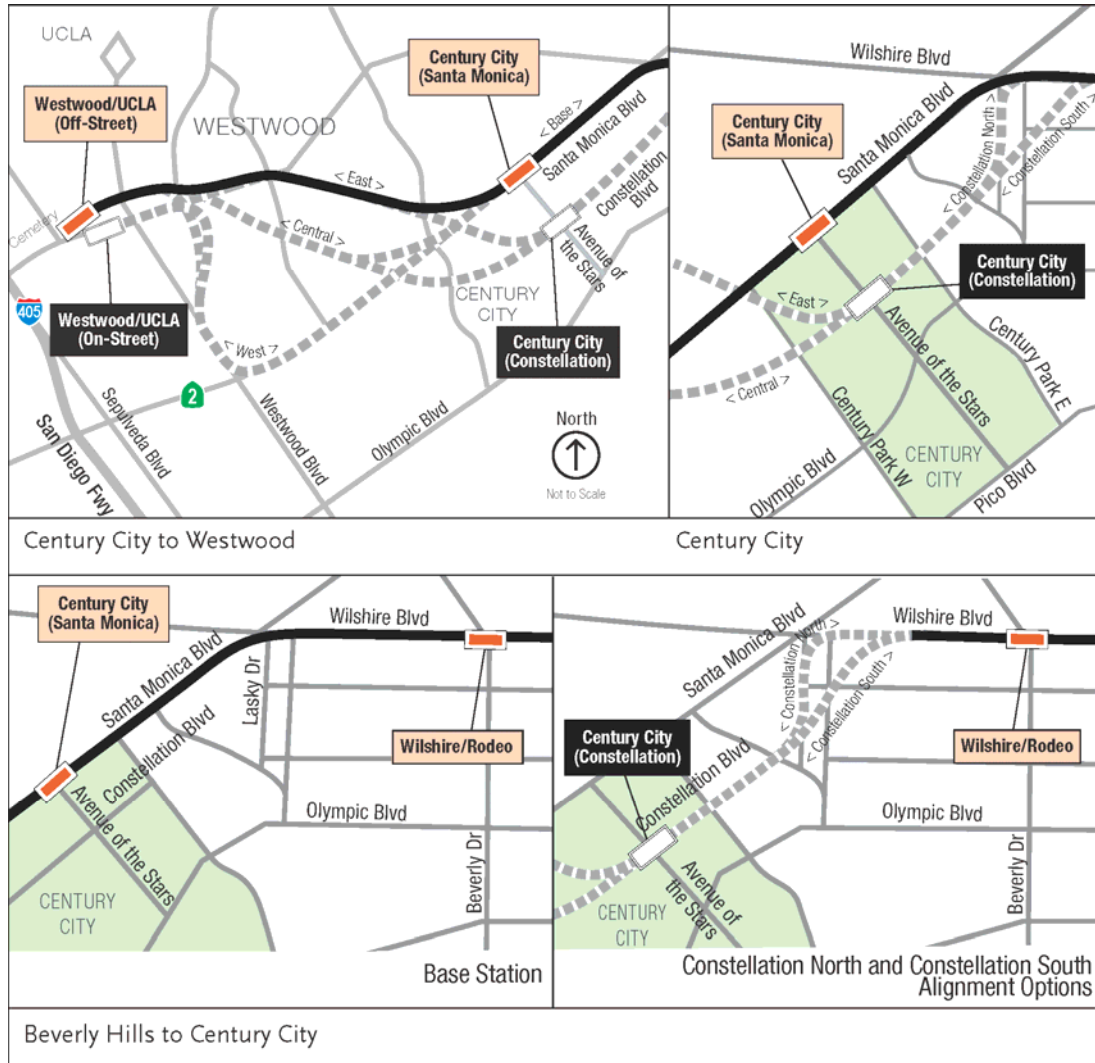


Figure 2-10. Century City Station Options

2.3.11 Option 5—Westwood/UCLA Station Options

Base Station: Westwood/UCLA Station Off-Street Station Option—The base station is located under the UCLA Lot 36 on the north side of Wilshire Boulevard between Gayley and Veteran Avenues.

Station Option: Westwood/UCLA On-Street Station Option—This station option would be located under the center of Wilshire Boulevard, immediately west of Westwood Boulevard (Figure 2-11).

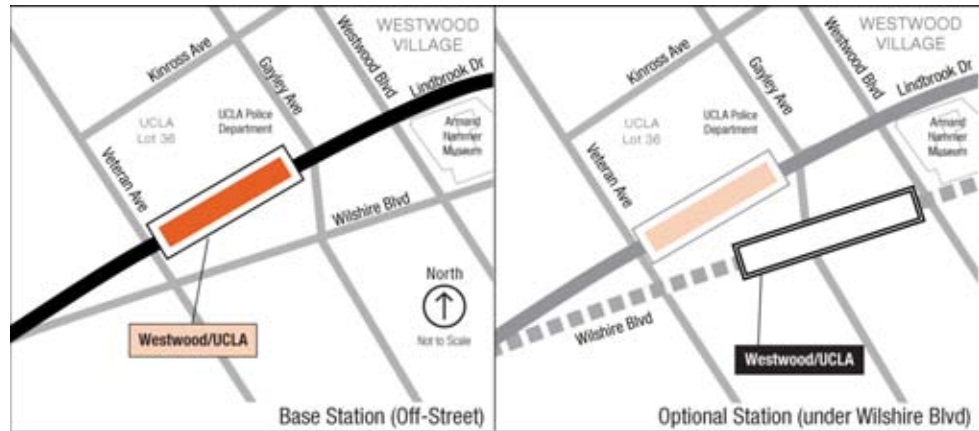


Figure 2-11. Option 5—Westwood/UCLA Station Options

2.3.12 Option 6—Westwood/VA Hospital Station Option

Base Station: Westwood/VA

Hospital—The base station would be below the VA Hospital parking lot on the south side of Wilshire Boulevard in between the I-405 exit ramp and Bonsall Avenue.

Station Option: Westwood/VA Hospital North Station—This station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard between Bonsall Avenue and Wadsworth Theater. (Shown in Figure 2-12)

To access the Westwood/VA Hospital Station North, the alignment would extend westerly from the Westwood/UCLA Station under Veteran Avenue, the Federal Building property, the I-405 Freeway, and under the Veterans Administration property just east of Bonsall Avenue.

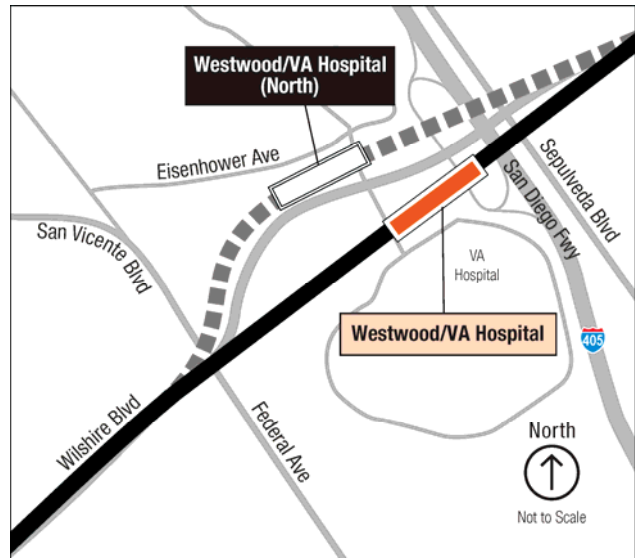


Figure 2-12. Option 6—Westwood/VA Hospital Station North

2.4 Base Stations

The remaining stations (those without options) are described below.

Wilshire/La Brea Station—This station would be located between La Brea and Cloverdale Avenues.

Wilshire/Rodeo Station—This station would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive.



Wilshire/Bundy Station—This station would be under Wilshire Boulevard, east of Bundy Drive, extending just east of Saltair Avenue.

Wilshire/26th Station—This station would be under Wilshire Boulevard, with the eastern end east of 26th Street and the western end west of 25th Street, midway between 25th Street and Chelsea Avenue.

Wilshire/16th Station—This station would be under Wilshire Boulevard with the eastern end just west of 16th Street and the western end west of 15th Street.

Wilshire/4th Station—This station would be under Wilshire Boulevard and 4th Street in Santa Monica.

Hollywood/Highland Station—This station would be located under Highland Avenue and would provide a transfer option to the existing Metro Red Line Hollywood/Highland Station under Hollywood Boulevard.

Santa Monica/La Brea Station—This station would be under Santa Monica Boulevard, just west of La Brea Avenue, and would extend westward to the center of the Santa Monica Boulevard/Formosa Avenue.

Santa Monica/Fairfax Station—This station is under Santa Monica Boulevard and would extend from just east of Fairfax Avenue to just east of Ogden Drive.

Santa Monica/San Vicente Station—This station would be under Santa Monica Boulevard and would extend from just west of Hancock Avenue on the west to just east of Westmount Drive on the east.

Beverly Center Area Station—This station would be under San Vicente Boulevard, extending from just south of Gracie Allen Drive to south of 3rd Street.

2.5 Other Components of the Build Alternatives

2.5.1 Traction Power Substations

Traction power substations (TPSS) are required to provide traction power for the HRT system. Substations would be located in the station box or in a box located with the crossover tracks and would be located in a room that is about 50 feet by 100 feet in a below grade structure.

2.5.2 Emergency Generators

Stations at which the emergency generators would be located are Wilshire/La Brea, Wilshire/La Cienega, Westwood/UCLA, Westwood/VA Hospital, Wilshire/26th, Highland/Hollywood, Santa Monica/La Brea, and Santa Monica/San Vicente. The emergency generators would require approximately 50 feet by 100 feet of property in an off-street location. All would require property acquisition, except for the one at the Wilshire/La Brea Station which uses Metro's property.

2.5.3 Mid-Tunnel Vent Shaft

Each alternative would require mid-tunnel ventilation shafts. The vent shafts are emergency ventilation shafts with dampers, fans, and sound attenuators generally placed at both ends of a station box to exhaust smoke. In addition, emergency vent shafts could



be used for station cooling and gas mitigation. The vent shafts are also required in tunnel segments with more than 6,000 feet between stations to meet fire/life safety requirements. There would be a connecting corridor between the two tunnels (one for each direction of train movement) to provide emergency egress and fire-fighting ingress. A vent shaft is approximately 150 square feet; with the opening of the shaft located in a sidewalk and covered with a grate about 200 square feet.

Table 2-2. Mid-Tunnel Vent Shaft Locations

Alternative/Option	Location
Alternatives 1 through 5, MOS 2	Part of the connection structure on Wilshire Boulevard, west of Robertson Boulevard
Alternatives 2 through 5	West of the Westwood/VA Hospital Station on Army Reserve property at Federal Avenue and Wilshire Boulevard
Option 4 via East route	At Wilshire Boulevard/Manning Avenue intersection
Option 4 to Westwood/UCLA Off-Street Station via Central route	On Santa Monica Boulevard just west of Beverly Glen Boulevard
Option 4 to Westwood/UCLA On-Street Station via Central route	At Santa Monica Boulevard/Beverly Glen Boulevard intersection
Options 4 via West route	At Santa Monica Boulevard/Glendon Avenue intersection
Options 4 from Constellation Station via Central route	On Santa Monica Boulevard between Thayer and Pandora Avenues
Option from Constellation Station via West route	On Santa Monica Boulevard just east of Glendon Avenue

2.5.4 Trackwork Options

Each Build Alternative requires special trackwork for operational efficiency and safety (Table 2-3):

Tail tracks—a track, or tracks, that extends beyond a terminal station (the last station on a line)

Pocket tracks—an additional track, or tracks, adjacent to the mainline tracks generally at terminal stations

Crossovers—a pair of turnouts that connect two parallel rail tracks, allowing a train on one track to cross over to the other

Double crossovers—when two sets of crossovers are installed with a diamond allowing trains to cross over to another track

Table 2-3. Special Trackwork Locations

Station	1	2	3	4	5
	Westwood/ UCLA Extension	Westwood/ VA Hospital Extension	Santa Monica Extension	Westwood/ VA Hospital Extension Plus West Hollywood Extension	Santa Monica Extension Plus West Hollywood Extension
Special Trackwork Locations—Base Trackwork Alternatives					
Wilshire/Crenshaw	None	None	None	None	None
Wilshire/La Brea	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/Fairfax	None MOS 1 Only: Terminus Station with Tail tracks	None MOS 1 Only: Terminus Station with Tail tracks	None MOS 1 Only: Terminus Station with Tail tracks	None MOS 1 Only: Terminus Station with Tail tracks	None MOS 1 Only: Terminus Station with Tail tracks
Wilshire/La Cienega	None	None	None	None	None
Station Option 3 - Wilshire/La Cienega West	Turnouts	Turnouts	Turnouts		
Wilshire/Robertson Connection Structure	Equilateral Turnouts - for future West Hollywood connection	Equilateral Turnouts - for future West Hollywood connection	Equilateral Turnouts - for future West Hollywood connection	Equilateral Turnouts	Equilateral Turnouts
Wilshire/Rodeo	None	None	None	None	None
Century City	Double Crossover MOS 2 Only: Terminus Station with Double Crossover and tail tracks	Double Crossover MOS 2 Only: Terminus Station with Double Crossover and tail tracks	Double Crossover MOS 2 Only: Terminus Station with Double Crossover and tail tracks	Double Crossover MOS 2 Only: Terminus Station with Double Crossover and tail tracks	Double Crossover MOS 2 Only: Terminus Station with Double Crossover and tail tracks
Westwood/UCLA	End Terminal with Double Crossover and tail tracks	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Westwood/VA Hospital	N/A	End Terminal with Turnouts and tail tracks	Turnouts	End Terminal with Turnouts and tail tracks	Turnouts
Wilshire/Bundy	N/A	N/A	None	N/A	None
Wilshire/26th	N/A	N/A	None	N/A	None
Wilshire/16th	N/A	N/A	None	N/A	None
Wilshire/4th	N/A	N/A	End Terminal with Double Crossover. Pocket Track with Double Crossover,	N/A	End Terminal with Double Crossover, Pocket Track with Double Crossover,



Station	1	2	3	4	5
	Westwood/ UCLA Extension	Westwood/ VA Hospital Extension	Santa Monica Extension	Westwood/ VA Hospital Extension Plus West Hollywood Extension	Santa Monica Extension Plus West Hollywood Extension
			Equilateral Turnouts and tail tracks		Equilateral Turnouts and tail tracks
Hollywood/ Highland	N/A	N/A	N/A	Double Crossover and tail tracks	Double Crossover and tail tracks
Santa Monica/La Brea	N/A	N/A	N/A	None	None
Santa Monica/Fairfax	N/A	N/A	N/A	None	None
Santa Monica/ San Vicente	N/A	N/A	N/A	Double Crossover	Double Crossover
Beverly Center	N/A	N/A	N/A	None	None
Additional Special Trackwork Location (Optional Trackwork)					
Wilshire/Fairfax	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/La Cienega	Double Crossover	Double Crossover	Double Crossover	Double Crossover	Double Crossover
Wilshire/ Rodeo	None	None	None	Pocket Track	Pocket Track
Wilshire/26th	N/A	N/A	Double Crossover	N/A	Double Crossover

2.5.5 Rail Operations Center

The existing Rail Operations Center (ROC), shown on the figure below, located in Los Angeles near the intersection of Imperial Highway and the Metro Blue Line does not have sufficient room to accommodate the new transit corridors and line extensions in Metro’s expansion program. The Build Alternatives assume an expanded ROC at this location.

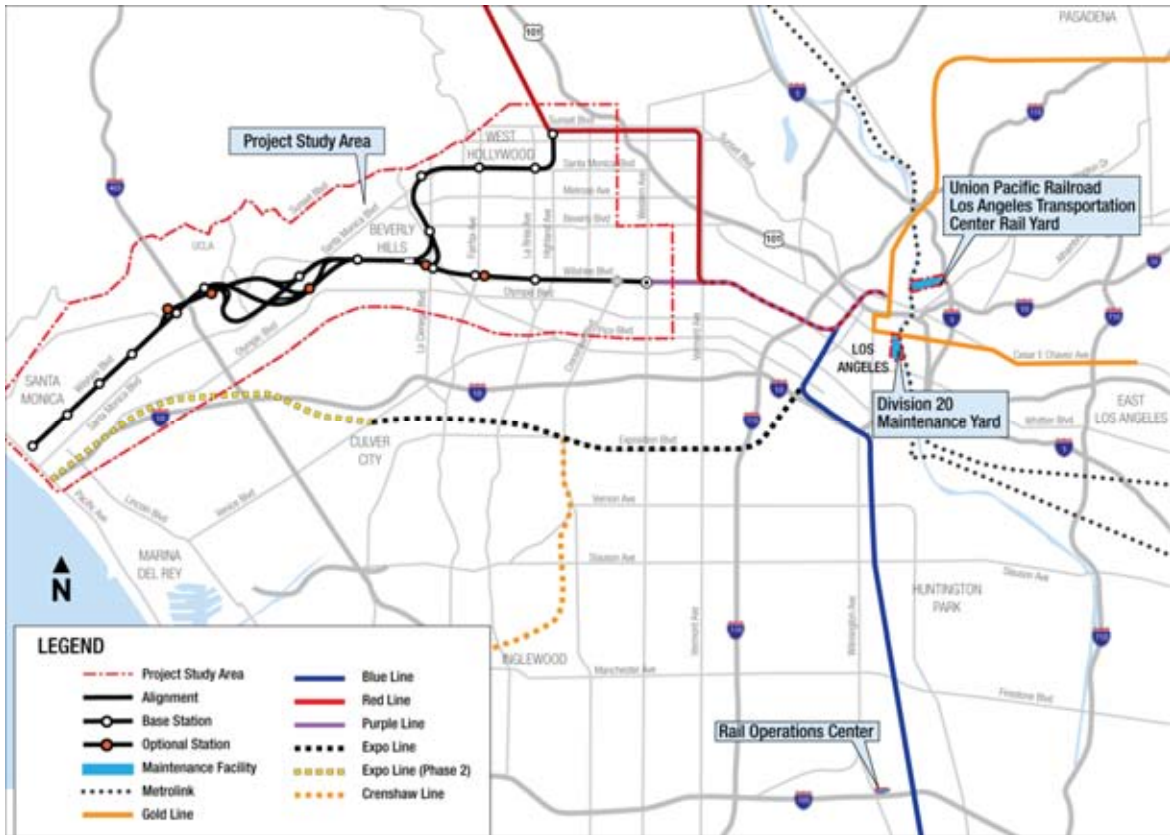


Figure -2-13: Location of the Rail Operations Center and Maintenance Yards

2.5.6 Maintenance Yards

If any of the Build Alternatives are chosen, additional storage capacity would be needed. Two options for providing this expanded capacity are as follows:

The first option requires purchasing 3.9 acres of vacant private property abutting the southern boundary of the Division 20 Maintenance and Storage Facility, which is located between the 4th and 6th Street Bridges. Additional maintenance and storage tracks would accommodate up to 102 vehicles, sufficient for Alternatives 1 and 2.

The second option is a satellite facility at the Union Pacific (UP) Los Angeles Transportation Center Rail Yard. This site would be sufficient to accommodate the vehicle fleet for all five Build Alternatives. An additional 1.3 miles of yard lead tracks from the Division 20 Maintenance and Storage Facility and a new bridge over the Los Angeles River would be constructed to reach this yard (Figure 2-15).



Figure 2-15. UP Railroad Rail Bridge



Figure 2-15. Maintenance Yard Options

2.6 Minimum Operable Segments

Due to funding constraints, it may be necessary to construct the Westside Subway Extension in shorter segments. A Minimum Operable Segment (MOS) is a phasing option that could be applied to any of the Build Alternatives.

2.6.1 MOS 1—Fairfax Extension

MOS 1 follows the same alignment as Alternative 1, but terminates at the Wilshire/Fairfax Station rather than extending to a Westwood/UCLA Station. A double crossover for MOS 1 is located on the west end of the Wilshire/La Brea Station box, west of Cloverdale Avenue. The alignment is 3.10 miles in length.

2.6.2 MOS 2—Century City Extension

MOS 2 follows the same alignment as Alternative 1, but terminates at a Century City Station rather than extending to a Westwood/UCLA Station. The alignment is 6.61 miles from the Wilshire/Western Station.



3.0 REGULATORY FRAMEWORK

The federal, state, and local regulatory frameworks related to community and neighborhood issues are outlined below.

3.1 Federal

3.1.1 National Environmental Policy Act of 1969

National Environmental Policy Act (NEPA) was enacted as a result of Congress recognizing the impact of human activity on the natural environment. Specifically, the impacts of population growth, high-density development trends, expansion of industrial uses, resource exploitation, and new technological advances were emphasized. The objective of NEPA was to create mechanisms to restore and maintain environmental quality for the overall welfare of the public. NEPA declares that the federal government, in cooperation with state governments, local governments, and other concerned public and private organizations, would use all practicable means and measures to create and maintain conditions under which man and nature could exist in productive harmony, as well as fulfill the social, economic, and other requirements of present and future generations of Americans.

3.1.2 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 and implementing regulation (49CFR24) outline minimum standards for federally funded projects that acquire real property or displace persons from their homes or businesses. The purpose of the Act is to provide fair and equitable treatment and relocation assistance to those whose property is acquired or who have been displaced. The Westside Extension will comply with this Act in the event that properties must be acquired or any persons are displaced.

3.2 State

3.2.1 California Environmental Quality Act

Adopted in 1970, the purpose of the California Environmental Quality Act (CEQA) is to: (1) inform decision-makers and the public of the potential significant environmental effects of a proposed project, (2) identify the ways in which environmental damage can be avoided or reduced, (3) prevent significant, avoidable damage to the environment by requiring changes to a project through the use of alternatives or mitigation measures, when the governmental agency finds the changes to be feasible, and (4) disclose to the public the reasons why a governmental agency approved the project if significant environmental effects were involved.

Pursuant to CEQA, the focus of the environmental analysis is on the physical change resulting from a project. Social or economic effects of a project are typically not treated as significant effects on the environment. However, environmental analysis “may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes (CEQA Guidelines Section 15131(a)). Economic or



social effects of a project may be used to determine the significance of physical changes caused by the project (CEQA Guidelines Section 15131(b)). Also, economic, social, and particularly housing factors will be considered together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the identified significant effects on the environment (CEQA Guidelines Section 15131(c)).

3.3 Local

The Study Area includes portions of five local jurisdictions, including the Cities of Los Angeles, Beverly Hills, West Hollywood and Santa Monica, as well as unincorporated County of Los Angeles.

3.3.1 City of Los Angeles General Plan Framework

The Framework, adopted in December 1996, is intended to guide the City’s long-range growth and development through 2010. The Framework established citywide planning policies regarding economic development, housing, land use, urban form, neighborhood design, transportation, infrastructure, and public services. The Economic Development Element of the Framework presents goals, policies, and objectives related to job creation and retention, business retention, and provision of financial incentives to attract development to the City. Policies stated within the Economic Development Element, which are applicable to the proposed project include:

Policy 7.2.3—Encourage new commercial development in proximity to rail and bus transit corridors and stations;

Policy 7.6.1—Encourage the inclusion of community-serving uses (e.g., post offices, senior community centers, daycare providers, personal services) at the community and regional centers, in transit stations, and along the mixed-use corridors;

Policy 7.9.2—Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element, to optimize the impact of the City’s capital expenditures on infrastructure improvements.

3.3.1.1 Department of City Planning—New Community Plan Program

The Los Angeles General Plan is implemented by the decision of the City’s Planning Commission and City Council, by the zoning and subdivision ordinances, and by community and specific plans. The Study Area is located within the planning boundaries of five separate Community Plans, the Wilshire, Hollywood, Westwood Brentwood-Pacific Palisades and West Los Angeles Community Plans. These community plan areas contain numerous land use and transportation policies that reflect the individual needs and characteristics of a particular area.

3.3.1.2 Department of City Planning—Business Improvement Districts

The City of Los Angeles has designated 42 Business Improvement Districts (BIDs) located throughout the city. BIDs are used as tools by cities and states to revitalize downtowns and other urban areas. BIDs are districts or areas within central cities, as defined by applicable state and local legislation, in which the private sector delivers



services for urban revitalization beyond what the government is able to provide. Properties and/or businesses within a BID pay a special tax or assessment to cover the cost of providing facilities or services for which the BID has a particular need.

3.3.1.3 Neighborhood Councils

The City of Los Angeles Department of Neighborhood Empowerment (DONE) and the Board of Neighborhood Commissioners oversees and regulates the operations of Neighborhood Councils (NCs) within the City of Los Angeles. The approximately 120 NCs are organized into seven larger NC Areas including the Central, South, East, West Harbor, South Valley, and North Valley NC Areas. NCs include groups of community members who are certified by the Board of Neighborhood Commissioners. They elect NC leaders, determine agendas, and set geographic boundaries. The goal of NCs is to become relatively independent from government in order to influence citywide and local decision-making. The Citywide System of Neighborhood Councils Plan (Plan) was approved by the Los Angeles City Council in 2001. The Plan establishes a flexible framework through which people in neighborhoods may be empowered to create NCs to serve their community’s needs. The Plan also sets minimum standards to ensure that NCs represent all stakeholders in the community, conduct fair and open meetings, and are financially accountable.

3.3.2 Los Angeles County General Plan

The existing Los Angeles County General Plan was adopted in 1980. The County is currently completing a comprehensive update of the General Plan, as well as a General Plan EIR. The Draft General Plan documents are utilized in this discussion, Applicable policies within the Economic Development Element include:

Policy ED 4—Fund transportation infrastructure and multi-modal systems that make economic activities more efficient and energy conscious;

Policy ED 4.3—Direct development away from the urban fringe and onto existing transportation corridors in accordance with SCAG’S Compass Blueprint 2% Strategy, which would change land uses on two percent of the SCAG region land in order to improve measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents; and

Policy ED 4.4—Encourage development around existing and planned transportation hubs (LACDRP 2007).

3.3.3 City of Beverly Hills General Plan

The City of Beverly Hills is currently undergoing updates to the existing general plan. In May of 2009 the City Council endorsed a change in approach for completing the general plan update. The City Council's approach amends the City’s existing general plan document rather than adopt an entirely new document. Under the new approach, draft general plan goals and policies that have received broad community support proceed forward for adoption (Step One), while goals and policies relating to density and scale of development continue to be discussed by the Planning Commission and the community (Step Two). The final draft goals and policies to be included in Step One are anticipated



to be adopted by the City Council in 2010. Applicable policies from the Land Use and Economic Development elements include:

LU1.1 Conservation—Conserve existing residential neighborhoods and non-residential areas where new development builds on and enhances the viability of existing business sectors that are the City's strengths, promotes transit accessibility, is phased to coincide with infrastructure funding and construction, and designed to assure transitions and compatibility with adjoining residential neighborhoods.

LU3.1 City Form—Accommodate a balanced mix of land uses and encourage that development be located and designed to enable residents access by walking, bicycling, or taking public transit to jobs, shopping, entertainment, services, and recreation, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases.

LU6.2 Regional Coordination—Cooperate with adjoining and regional agencies to jointly plan land uses, transportation, and infrastructure that provide a cohesive and integrated strategy to accommodate growth that is environmentally, economically, and socially sustainable.

ED 4.3 Multi-modal Transportation—Encourage and promote the use of existing public transportation to link these areas with the Golden Triangle while developing alternative means of public transportation to ease congestion and facilitate successful, high-quality development throughout the City.

M2.1a Linking Transit and Development—Encourage appropriate development that may include parking for transit riders, local serving retail, high-end retail, restaurant and supporting uses in and around transit stops and stations.

M2.2 Multi-modal Transit—Consider a variety of transit services including rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents, workers, and visitors.

3.3.4 City of West Hollywood General Plan

The Community Development Element of the City's General Plan designates the general location, distribution, and the extent of various land uses throughout the City. The Element also clearly identifies standards for population density, development intensities, and identifies areas of the city which may be prone to flooding. Goals and policies stated in the Community Development Element emphasize four main points: 1) maintenance, preservation, and, stabilization of existing low-density residential neighborhoods; 2) development of new residential areas in the City designated as "mixed-use commercial/residential" zones; 3) development of a commercial district at strategic intersections throughout the City; and 4) retention, not expansion, of existing industrial land uses.

3.3.5 City of Santa Monica Land Use and Circulation Element (LUCE)

The City of Santa Monica is undertaking a comprehensive update of the Land Use and Circulation Elements, and associated Zoning Ordinance. These elements were last comprehensively updated in 1984. The Land Use Element will be accompanied by a comprehensive rewrite of the Zoning



Ordinance. The Circulation Element reflects the community's goals and priorities about traveling in Santa Monica. These elements were combined into one element named LUCE. Six framework elements are at the core of the plan. These include: neighborhood preservation and enhancement, integrated land use and transportation, pro-active congestion management, public benefit, urban character and form, and a sustainable Santa Monica.



4.0 EXISTING CONDITIONS/AFFECTED ENVIRONMENT

4.1 Study Area Communities and Neighborhoods

The Study Area encompasses 38 square miles in western Los Angeles County and includes portions of five jurisdictions – the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, plus portions of unincorporated Los Angeles County. The Study Area boundaries generally extend north to the Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard, and west to the Pacific Ocean. The study corridor generally extends 1/2 mile along the linear project corridor, and 1/4 mile potential influence area around the stations. All communities and neighborhoods within the Study Area are described in this report, but the analysis of potential impacts focuses on communities and neighborhoods within the study corridor.

The following characterizations of the communities and neighborhoods located within the Study Area are based on a thorough review of land use maps generated from the Southern California Association of Governments (SCAG) geographic information system (GIS) data, local neighborhood council boundary maps, The Los Angeles Times Mapping LA Project, Thomas Bros. Maps, aerial photography, field surveys and general knowledge of the project area neighborhoods.

A neighborhood or community can be described as an area in which the predominant land use is residential, although there may be a considerable number of residents in primarily non-residential areas such as commercial corridors. A sense of cohesion within a residential area may or may not exist depending upon factors such as how long residents have lived in the area, whether friends and family live nearby, and the extent of shared activities within the area. It is probable that a cohesive sense of neighborhood exists within areas that are engaged in the neighborhood planning process, have organized a neighborhood association, or have a well-known and long-established identity as a place. Particularly in urban areas, a neighborhood or community may also include a mix of land uses and focus on a community center. Community centers may include institutional facilities (e.g., schools, senior centers, city hall, parks, churches, post office) or commercial uses (e.g., shopping malls, transit stations) located adjacent to established residential areas.

The existing neighborhoods and communities located within the Study Area are illustrated in Figure 4-1. A description of each known neighborhood or community within the Study Area, generally listed from east to west and then north to south, is provided below. Community facilities and assets adjacent to the proposed alignment are identified. Refer to Section 4.12 Parklands and Community Facilities for a detailed discussion and analysis of Study Area community facilities.

4.1.1 Wilshire Center/Koreatown

The existing Wilshire/Western station is located in the Wilshire Center/Koreatown neighborhood and is the starting point for the extension of the subway. Wilshire Center/Koreatown is generally bounded by Hoover Avenue on the east, Pico Boulevard on the south, Beverly Boulevard on the north and Wilton Place on the west. This

neighborhood includes high density commercial uses along many of the major north/south and east/west corridors, with condominium residential uses of medium to high density mixed in with commercial areas and behind the commercial frontages. Wilshire Center/Koreatown is comprised primarily of Asian (40.1%) and Hispanic (44.4%) residents, with nearly half of the households earning less than \$25,603 annually. Approximately 50 percent of the population in Wilshire Center/Koreatown is between the ages of 18 and 44.



Figure 4-1: Study Area Political Jurisdictions and City of Los Angeles Neighborhoods

Wilshire Center/Koreatown is one of the most diverse and densely populated neighborhoods in Los Angeles. It has a population of 45,930 residents per square mile, the highest of all Study Area communities. Although the neighborhood is still associated primarily with Koreans, it is also home to many other ethnic groups including Hispanics, Chinese, Japanese, Filipino and other Asian Americans (SCAG 2008). The neighborhood’s population and employment density is one of the highest in Los Angeles County. The neighborhood serves as a cultural center for Koreans, Korean-Americans, and Hispanics, with cultural organizations such as the Korean American Museum, and Korean Cultural Center, Centro Latino Services and several Latino markets.

4.1.2 Windsor Square

The proposed Wilshire/Crenshaw station would be located on the southern boundary of the Windsor Square neighborhood. Windsor Square is generally bound by Wilshire Boulevard on the south, Wilton Place on the east, Beverly Boulevard on the north, and Arden Boulevard on the west. This neighborhood includes medium- to high-density commercial and office uses. Windsor Square also includes areas of historic single-family



homes with condominium residential uses located on Wilton Place. This neighborhood includes primarily White and Asian residents.

Windsor Square was established in 1911 and at that time was marketed as “The Residential Masterpiece” and a “vast community of palatial homes.” An absence of alleys and underground utilities contributed to Windsor Square’s image as a fashionable and idyllic community. Craftsman homes were the earliest style in the areas, followed by several Period Revival styles, including Spanish, Mediterranean, and Tudor. Windsor Square is designated as the 21st Historic Preservation Overlay Zone (HPOZ). Although the purpose of the HPOZ is to preserve the historic character of the neighborhood, it has not restricted population growth. Currently, Windsor Square has a population of 4,199 residents per square mile, lower than the average when compared to the City of Los Angeles. Windsor Square also falls in the mid-range of the Study Area communities in terms of income, and has a higher than average percentage of residents under 18 years of age, indicating that the area is home to a large number of families (LAC/NI 2007).

Community assets within Windsor Square and adjacent to the Wilshire Boulevard/Crenshaw station include:

Cognitive Development Academy at 4201 Wilshire Boulevard

Korean Eastern Presbyterian Church at 4270 W 6th Street

Wilshire United Methodist Church/Preschool at 711 S Plymouth Boulevard

Ku In Holy Presbyterian Church at 4041 Wilshire Boulevard

LA Jesus Village Church at 4009 Wilshire Boulevard

4.1.3 Wilshire Park

The Wilshire Park community extends along the southern portion of the proposed alignment. Wilshire Park is generally bounded by Wilshire Boulevard on the north, Olympic Boulevard on the south, Wilton Place on the east and La Brea Avenue on the west. The Wilshire Park neighborhood is characterized by older single family homes in a variety of styles and tree lined streets. Wilshire Park has a low population density with 3,356 persons per square mile and is comprised of primarily Asian and Hispanic residents.

Community assets within Windsor Square and adjacent to the Wilshire Boulevard/Crenshaw station include:

Wilshire Park Elementary School at 4063 Ingraham Street

Gods People/ Hungarian Reformed Church at 751 Crenshaw Boulevard

Wilshire Grace Church at 5220 Wilshire Boulevard

New Los Angeles Charter School/Oasis Christian Center at 5100 Wilshire Boulevard

4.1.4 Hancock Park

The southern boundary of Hancock Park generally runs along Wilshire Boulevard and therefore a portion of Hancock Park is located in the study corridor. Hancock Park is generally bound by Wilshire Boulevard on the south, Rossmore Avenue on the east,



Melrose Avenue on the north, and Highland Avenue on the west. This neighborhood includes medium- to high-density commercial and office uses along Wilshire Boulevard. Historic and single-family homes are the predominant land use in Hancock Park although some condominium buildings are located along the northern and northeastern border on Melrose and Rossmore Avenue). This neighborhood is primarily comprised of White and Asian residents.

Hancock Park was named for developer-philanthropist G. Allan Hancock, who subdivided the property in the 1920s. The success of Hancock’s residential subdivision fueled the rapid growth of Hancock’s commercial subdivision along Wilshire Boulevard in the 1930s (LADCP 2007b). The 23-acre site where the Hancock family home stood was donated to the County in 1923, and is now the site of the Los Angeles County Museum of Art and Page Museum. Hancock Park is also designated with a HPOZ, and near the top when compared to other Study Area communities in household income.

Community assets within Hancock Park and adjacent to the Wilshire Boulevard/La Brea Avenue station include:

Yeshiva Rav Isacsohn Torath Emeth Academy at 600 S La Brea Avenue

4.1.5 Pico

The Pico neighborhood is located in the southeast portion of the Study Area, between Carthay and Miracle Mile. The Pico neighborhood is generally bounded on the north by Olympic Boulevard on the south by Venice Boulevard on the east by La Brea Avenue and on the west by Fairfax Avenue. The neighborhood includes low to medium density commercial and office uses with some medical uses along Olympic Boulevard. This neighborhood is located in the Study Area but not in the immediate vicinity of any proposed stations.

4.1.6 Miracle Mile

Two potential stations are located within the Miracle Mile neighborhood, Wilshire/La Brea and Wilshire/Fairfax. The Miracle Mile neighborhood generally extends from Wilshire Boulevard north and is bounded by La Brea Avenue on the east, Olympic Boulevard on the south and Fairfax Avenue on the west. The neighborhood includes medium to high density commercial and office uses with single family residential uses located beyond the commercial frontages. The neighborhood is primarily comprised of White, African-American and Asian residents.

Community assets within Miracle Mile and adjacent to the Wilshire Boulevard/La Brea Avenue station include:

Tribe of Los Angeles at 752 S Cochran Avenue

Cathedral Chapel Elementary School at 755 S Cochran Avenue

Bethel Presbyterian Church at 857 at S La Brea Avenue

Community assets within Miracle Mile and adjacent to the Wilshire Fairfax station include:



Jewish Historical Society at 6006 Wilshire Boulevard

Peterson Automotive Museum at 6060 Wilshire Boulevard

Shalhevet School at 910 S Fairfax Avenue

4.1.7 Carthay

The Carthay neighborhood is generally bounded by Wilshire Boulevard (and the City of Beverly Hills) to the north, Pico Boulevard to the south, Fairfax Avenue to the east and La Cienega Boulevard to the west. The neighborhood includes low-density single-family homes. The neighborhood is comprised of White residents.

Carthay was developed between 1922 and 1944 by J. Harvey McCarthy. McCarthy envisioned the neighborhood as a complete community with a church, elementary school, hotel, theater and commercial center with a variety of housing opportunities. It was the first subdivision planned with underground utilities. The area was once home to the famed Carthay Circle Theater located just south of San Vicente Boulevard at Carrillo Drive, site of such film premieres as *Snow White and Gone with the Wind* (LAC/NI 2009). The southwestern portion of the neighborhood is designated a Historic Preservation Overlay Zone (HPOZ) as a means to protect its many historic structures.

Carthay is generally characterized by single-family residential uses, reflected in the neighborhood's low population density of 1,829 persons per square mile. Carthay is generally in the middle of other project corridor communities when comparing household income.

4.1.8 Mid City West/Fairfax District

Mid City West/Fairfax District is one of the largest neighborhoods in the Study Area. The Mid City West/Fairfax District neighborhood is generally bounded by the City of Beverly Hills on the west, the City of West Hollywood to the north, La Brea Avenue to the east and Wilshire Boulevard to the south. The Mid City West/Fairfax District includes low-density single family homes, neighborhood commercial uses, and several destination shopping centers. Mid City West/Fairfax District has also experienced an increase in "mansions" where small single-family homes are replaced with large homes built to maximum height and set-back allowed.

Mid City West/Fairfax District is largely comprised of White residents, although the neighborhood also has a high percentage of residents of Russian and Iranian ancestry (LAT 2009). The area is also a center for the city's Jewish community. The Mid City West/Fairfax District generally falls in the middle of most of the neighborhood characteristics evaluated, including household income, length of tenancy, and population density.

Community assets located within the Mid City West/Fairfax District and adjacent to the Beverly Center Area station include:

Our Lady of Mount Lebanon Church at 333 S San Vicente Boulevard



Cedars Sinai Medical Center at 8700 Beverly Boulevard

Page Museum and La Brea Tar Pits/Hancock Park at 5801 Wilshire Boulevard

4.1.9 South-Robertson

The northern most portion of South Robertson extends into the Study Area. The South Robertson neighborhood is generally bounded by the City of Beverly Hills on the north, 18th Street/Monte Mar Drive on the south, La Cienega Boulevard on the east and Roxbury Drive on the west. South Robertson includes low-density single-family and apartment/condominium housing and a strip of high-end retail along the north end of Robertson Boulevard. The neighborhood is comprised primarily of White residents.

South Robertson encompasses less than one-half of a square mile, but is one of the highest density neighborhoods in the City with 25,116 persons per square mile. The area includes a large number of residents of Iranian and Russian ancestry. The neighborhood also has a large Jewish population as is evidenced by the approximately 30 synagogues within the area.

4.1.10 City of Beverly Hills

The proposed Wilshire/Rodeo and Wilshire/La Cienega stations would be located within the City of Beverly Hills. Beverly Hills is bounded on the north by the Santa Monica Mountains, on the east by the City of West Hollywood, and the Los Angeles neighborhoods of Carthay, and Mid City West, the south by South Robertson and on the west by Century City and Westwood. Beverly Hills contains some of the largest homes in Los Angeles County and the nation. It also includes several high-end shopping districts comprised of low to medium-density commercial corridors. The population in Beverly Hills is largely White.

Beverly Hills has long been associated with fame and glamour, a reputation that began as a wave of movie stars built mansions in Beverly Hills during the “Roaring 20s”. In the post World War II era, Beverly Hills continued to develop as one of the most glamorous places in the world. The Golden Triangle, with Rodeo Drive at its center, was built and marketed as the shopping destination of a lifetime. Soon after luxury hotels, such as the Beverly Wilshire, began attracting visitors. The population today continues to grow, albeit slower than in past decades.

Community assets within the City of Beverly Hills and adjacent to the Wilshire Boulevard/La Cienega Boulevard station include:

Church of Religious Science at 50 N La Cienega Boulevard

Temple of the Arts at 8440 Wilshire Boulevard

Cedars Sinai Medical Group at 8501 Wilshire Boulevard

2 Yo Faith at 8350 Wilshire Boulevard

La Cienega Park at 8400 Gregory Way

Horace Mann Elementary School at 8701 Charleville Boulevard



Community assets within the City of Beverly Hills and adjacent to the Wilshire Boulevard/Rodeo Drive station include:

First Church of Christ Scientist at 141 S Rexford Drive

4.1.11 Century City

The proposed West Los Angeles/Century City stop would be located in the Century City neighborhood. Century City is bounded on the east by the City of Beverly Hills, on the south by Pico Boulevard, on the west by Century Park West and on the north by Santa Monica Boulevard. Century City includes several high density office buildings along and serves as an important commercial and residential center. Several medium to low density residential areas are located beyond the high-rise commercial frontages. Century City is comprised generally of White residents. Although Century City includes a relatively small population of approximately 3,550 residents, the daytime population is estimated to be 48,343 (LAT 2009).

The existing large scale development with “superblocks” was originally conceived with elevated pedestrian bridges that were never realized, as a result there is very limited pedestrian access and movement across and through Century City (LAT 2009). In 2007, the City of Los Angeles developed a Green Century City Plan designed to improve pedestrian connectivity and capitalize on potential transit linkages between Downtown Los Angeles and Century City.

The following community assets are located within the Century City neighborhood and adjacent to the Century City station:

Jews For Judaism at 1801 Avenue of the Stars

Los Angeles Country Club at 10101 Wilshire Boulevard

Century City Hospital at 1875 Century Park East

4.1.12 Rancho Park

The Rancho Park neighborhood is generally bounded by Olympic Boulevard on the north and I-10 on the south, Century Park West on the east and I-405 or Sepulveda Avenue on the west, The Rancho Park neighborhood is located in the Study Area but no stations would be located within 1/4 mile of this neighborhood.

4.1.13 Westwood

Westwood is generally bounded by Olympic Boulevard on the south, the City of Beverly Hills on the northeast, and Sunset Boulevard on the north; its southwestern boundary is the San Diego Freeway (I-405) between Olympic and Wilshire boulevards, and Veteran Avenue between Wilshire and Sunset Boulevards. Westwood is the home to the University of California, Los Angeles (UCLA). Westwood includes residential high-rise buildings along Wilshire Boulevard in addition to commercial areas, such as “Westwood Village.” Single-family homes are located east and southeast of UCLA, but in general the area is comprised of low-to medium density apartments.

Due the proximity of UCLA, the Westwood neighborhood includes a large student population, evidenced by one of the highest percentages of residents living within the



area for less than five years (64.4%). Westwood is comprised primarily of White and Asian residents.

Community assets within the Westwood neighborhood and adjacent to the Wilshire/Westwood station include:

UCLA (Kinross, Univ. Extension (Lindbrook) at 11000, 11020 Kinross Ave, 10934 Lindbrook Avenue

Christian Science Churches Reading Rooms & Offices at 1125 Glendon Avenue

4.1.14 West Los Angeles

A small portion of the proposed alignment extends through the northeast boundary of West Los Angeles. West Los Angeles is generally bounded by the San Diego Freeway (I-405) on the east, the Santa Monica Freeway (I-10) on the south, the Centinela Avenue on the west and Wilshire Boulevard on the north. West Los Angeles is comprised largely of White residents.

West Los Angeles falls to the middle/low end population density, and household income. Compared to the rest of the Study Area neighborhoods, West Los Angeles has a high number of residents who have lived at their current address for less than five years (68.2%).

No community assets are located directly adjacent to the proposed stations in the West Los Angeles neighborhood.

4.1.15 Veteran’s Hospital

The Veteran’s Hospital is located in unincorporated Los Angeles County, referred to as Sawtelle. This area includes the Veterans Affairs (VA) hospital building (VA Wadsworth Medical Center) south of Wilshire Boulevard. The Los Angeles National Cemetery, located between Sepulveda Boulevard and Veteran Avenue, is a place of burial for 85,000 veterans and family members from the Mexican War to the present.

Community assets within the Veteran’s Hospital area and adjacent to the Wilshire/VA Hospital station include:

Westwood Park at 1350 Sepulveda Boulevard

4.1.16 Brentwood

Brentwood is one of the largest neighborhoods in Los Angeles as its area extends north to the Santa Monica Mountains. It is generally bounded by Wilshire Boulevard to the south, the San Diego Freeway/Sepulveda Boulevard on the east, the City of Santa Monica and Pacific Palisades on the west and Mulholland Drive on the north. Brentwood is comprised largely of White residents and is known as one of the wealthiest areas in Los Angeles, with affluent professionals, political figures, and celebrities residing in this neighborhood. Brentwood’s northern portion consists primarily of single-family homes, while the southern area is made up of a mix of single family and multi-family homes. South of San Vicente Boulevard, the neighborhood includes mostly multi-family residences.



Of the Study Area communities, Brentwood has a low population density and a high median household income. In part, the low population density reflects the most affluent portion of the Brentwood community in the area that extends into the hills above Los Angeles.

The following community asset is located with the Brentwood neighborhood and adjacent to the Wilshire/Bundy station:

Christian Science Churches & Organizations at 1133 S Bundy Drive

4.1.17 City of Santa Monica

The City of Santa Monica is surrounded by the City of Los Angeles on three sides and the Santa Monica Bay/Pacific Ocean on the west. It is generally bounded by Centinela Avenue and 26th Street on the east, Dewey Street on the south, Adelaide Drive, Kingman Avenue, and Riviera Country Club on the north and the bay on the west. The City of Santa Monica is comprised of several neighborhoods including Downtown, Wilshire/Montana, Mid City, and the Pico District. Each “neighborhood” has a distinct character and features a mix of housing, shopping, dining and entertainment options.

Downtown Santa Monica

Downtown Santa Monica is generally bounded by Wilshire Boulevard on the north, Olympic Boulevard and I-10 on the south, Ocean Avenue on the west and 7th Street on the east. Downtown Santa Monica is primarily a collection of outdoor promenades with restaurants, shops and theaters. It does not include residential housing, with the exception of some mixed-use buildings.

Wilshire/Montana

The Wilshire/Montana neighborhood is generally bounded by Montana Avenue on the north, Wilshire Boulevard on the south, Lincoln Boulevard on the east and 14th Street on the west. Wilshire/Montana is comprised of low-scale (one to two story) apartments, condominiums and single-family homes. The main thoroughfares, such as Wilshire Boulevard include a substantial number of commercial, retail and restaurant establishments, although also low scale.

Mid City

The Mid City neighborhood is generally bounded by California Avenue on the north, Olympic Boulevard on the south, 14th Street on the east and the City of Santa Monica boundary on the west. The neighborhood is comprised of a mix of busy streets with retail and quiet residential area off the thoroughfares.

Santa Monica Pico District

The Pico District is generally bounded by Lincoln Boulevard on the west, Centinela Avenue on the east, Colorado Avenue on the north and Pico Boulevard to the south. The Santa Monica Pico District contains a significant proportion of minority population.



Santa Monica also presents a wide range of housing choices, from single-family homes on large lots, to small scale bungalows, courtyard apartments, condominiums, and larger mixed-use developments. Shopping opportunities range from local neighborhood retail such as those along Pico Boulevard and Ocean Park, to the eclectic mix on Main Street and Montana Avenue. Professional, medical, scientific, technical and creative arts services are leading sectors of the City's business base, along with major hotels, guest accommodations, food and retail, and a variety of small businesses (SMPD 2009). The City's attractiveness as a place to live and work, combined with land constraints has resulted in some of the highest housing prices in the nation.

The following community assets are located in the City of Santa Monica and adjacent to the Wilshire/26th Street station:

Douglas Park at 1116 Chelsea Avenue

McKinley Elementary School at 2401 Santa Monica Boulevard

The following community assets are located in the City of Santa Monica and adjacent to the Wilshire/16th Street station:

Lincoln Middle School at 1501 California Avenue

Persian Chabad at 1314 17th Street

Assemblies of God/Elements/Metro Calvary at 1320 Arizona Avenue

Pacifica Christian High School/Pilgrim Lutheran at 1730 Wilshire Boulevard

Unitarian Universalist Community Church at 1260 18th Street

Concord High School at 1831 Wilshire Boulevard

Seventh Day Adventist Church at 1254 19th Street

The following community assets are located within the City of Santa Monica and adjacent to the Wilshire/4th Street station:

St. Augustine by the Sea at 1227 4th Street

Delphi Academy of Santa Monica at 1229 4th Street

Baron Brown Studio at 320 Wilshire Boulevard

St. Peter & Saint Paul Church at 1245 4th Street

SGI-USA World Cultural Center at 525 Wilshire Boulevard

Soka Gakkai Intl-USA at 606 Wilshire Boulevard

First Presbyterian Church of Santa Monica at 1220 2nd Street

Phad's Episcopal Church at 1316 3rd Street

Shul at 1334 3rd Street Promenade

California Association-Schools at 1351 3rd Street Promenade

Institute of Spiritual Science/Inner Sanctuary at 1308 2nd Street



4.1.18 Hollywood

Hollywood is located in the northeast portion of the Study Area and is one of the largest neighborhoods in the Study Area. Two existing transit stations are located in Hollywood, the Hollywood /Vine station and the Hollywood/Highland station. Hollywood is generally bounded by Western Avenue on the east, Melrose Avenue on the south, the border of the City of West Hollywood on the west and Franklin Avenue on the north.

Hollywood historically had been the center of movie studios and stars; however, while motion picture production still occurs in Hollywood, most major studios have dispersed to other locations within the region. As a result of the decline in industry in the early 1990s, conditions in Hollywood included some of the highest rates of crime, unemployment, and homelessness in the City. However, the area has undergone a renaissance of sorts over the last ten years. In 1999 the Hollywood extension of the Red Line opened, connecting Hollywood with Downtown Los Angeles and by 2000, the San Fernando Valley. In 2002, the City invested nearly \$900 million in developments at Hollywood and Highland Avenue and along Vine Street (CRA/LA 2009). Most recently, new high density mixed use developments, loft conversions, and high end restaurants and hotels have contributed to the revitalization of the neighborhood.

The following community assets are located within the Hollywood neighborhood and adjacent to the Hollywood/Highland station:

Hollywood High School at 1521 N Highland Avenue

Green Young School of Hollywood at 1547 McCadden Avenue

First Baptist Church at 6682 Selma Avenue

Blessed Sacrament Catholic Church/School at 6657 Sunset Boulevard

Selma Avenue Elementary/Los Feliz Charter School at 6611 Selma Avenue

Hollywood United Methodist Church at 6817 Franklin Avenue

Sunset Montessori School at 1432 N Sycamore Avenue

4.1.19 City of West Hollywood

The City of West Hollywood is entirely surrounded by communities within the City of Los Angeles and the City of Beverly Hills. West Hollywood is bounded on the north by the Hollywood Hills, on the east by Hollywood, on the west by the City of Beverly Hills and on the south by the Mid City West/Fairfax District.

Although the City itself was not incorporated until 1984, it has a long history. The City of West Hollywood and its famed “Sunset Strip” first became known as movie fans heard about stars and their haunts. In the 1960s, the Strip became known for a thriving music scene and clubs such as the Whiskey A-Go-Go. In the early 1970s, the unincorporated section of Los Angeles County became an attractive spot for gays (WH 2009). West Hollywood also provided a new home for Russian Jews, in a spill-over from the



neighboring Fairfax District. The strong presence of both of these communities can be seen today.

West Hollywood has one of the highest population densities among communities along the Study Area.

The following community assets are located within the City of West Hollywood and adjacent to the Santa Monica/Fairfax station:

Congregation Agudas Achim at 7836 Santa Monica Boulevard

West Hollywood Opportunity Center at 1049 N Fairfax Avenue

Fountain Day School Inc. at 1128 N Orange Grove Avenue

Larchmont/Los Feliz Charter School at 1265 N Fairfax Avenue

Chabad Lubavich Synagogue at 7636 Santa Monica Boulevard

Laurel's Children Center at 8023 Willoughby Avenue

Beverly Hills Montessori School at 1105 N Laurel Avenue

ABC Little School at 927 N Fairfax Avenue

St. Ambrose Catholic Church at 1281 N Fairfax Avenue

Congregation Kol Ami at 1200 N La Brea Avenue

The following community assets are located within the City of West Hollywood and adjacent to the Santa Monica/San Vicente station:

Metropolitan Community Church at 8714 Santa Monica Boulevard

West Hollywood Huntley Preschool at 723 Huntley Drive

Pacific Hills School at 8628 Holloway Drive

St. Victor Catholic Church at 8634 Holloway Drive

The following community asset is located within the City of West Hollywood and adjacent to the Beverly Center Area station:

Maimonides Academy at 310 Huntley Avenue

4.2 Study Area Neighborhood Councils

Neighborhood Councils are quasi-city entities created by the City of Los Angeles in 1999, to advise those in government, specifically the City Council. During the neighborhood council certification process, the City was divided into geographic areas and a neighborhood council in each area was empowered to represent the respective community. The Study Area includes all or portions of 13 neighborhood councils as shown in Figure 4.2Error! Reference source not found.. Neighborhood councils can act as a means for residents to get involved with their communities; however they often vary in terms of activity and civic involvement.

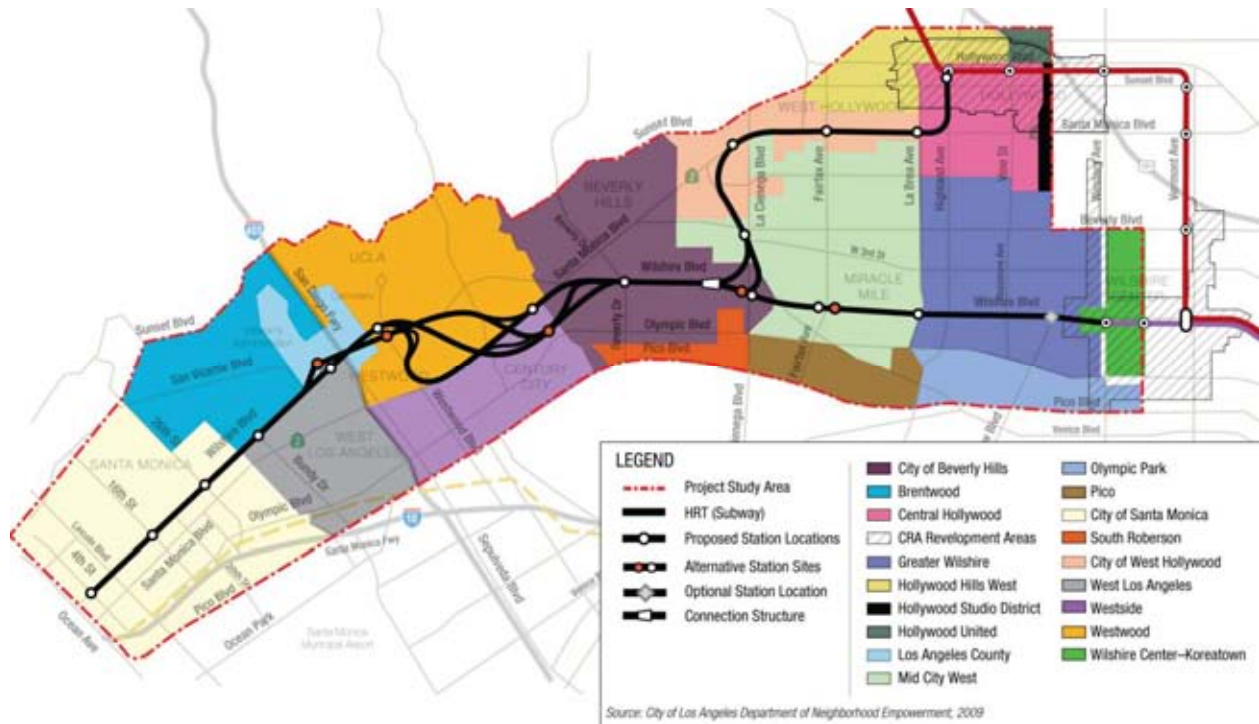


Figure 4-2: Study Area Neighborhood Councils

4.3 Demographic Characteristics of the Study Area

The demographic characteristics of the Study Area are presented below in Table 4-1 through Table 4-4. Table 4-1 shows that children and adults up to 44 years old comprise the majority of the population (66 %), while the smallest group is those over the age of 65 (13%).

Table 4-1: Study Area Population by Age

Age	Number of Persons	Percent of Total
Under 18 years	73,786	15%
18 to 44 Years	254,613	51%
45 to 64 Years	97,517	20%
65 years and older	64,733	13%
Total	490,649	—

Source: U.S. Census, 2000 and TAHA 2010

Table 4-2 shows the race and ethnicity within the Study Area. As indicated, Whites comprise the largest group within the Study Area at 56%, followed by Hispanic or Latino (18.5%) and Asian (15.1%). However, as described above, several of the communities along the Study Area have higher proportions of a given race or ethnicity.



Table 4-2: Study Area Population by Race and Ethnicity

Race/Ethnicity	Number of Persons	Percent of Total
White	274,725	56.0
African-American	31,169	6.4
Alaska Native	1,341	0.3
Hispanic or Latino	90,746	18.5
Asian	73,896	15.1
Native Hawaiian and Other Pacific Islander	491	0.1
Some other race	1,529	0.3
Two or more races	16,752	3.4
Total Population	490,649	—

Source: U.S. Census, 2000 and TAHA 2010

As indicated in Table 4-3, household incomes are fairly evenly distributed throughout the Study Area, As shown in table 4-3, nearly the same percentage of households within the Study Area earn less than \$10,000 (13%) as earn more than \$100,000 (12.2%). In addition, nearly half of the households earn less than \$50,000 while about one third earn more than \$50,000.

Table 4-3: Study Area Annual Household Income

Annual Household Income	Number of Households	Percent of Total
Less than \$10,000	30,588	13.0
\$10,000 to \$19,999	29,635	12.6
\$20,000 to \$29,999	27,086	11.5
\$30,000 to \$39,999	24,437	10.4
\$40,000 to \$49,999	21,462	9.1
\$50,000 to \$59,999	17,557	7.5
\$60,000 to \$99,999	40,862	17.4
\$100,000 and above	28,581	12.2
Total	234,762	—

Source: U.S. Census, 2000 and TAHA 2010

Table 4-4 shows owner and renter occupied housing units in the Study Area, as well as the number of persons per household. In the project area, the majority of households are renters (75%). In addition, nearly half of the renters are in single person households.



Table 4-4: Study Area Housing by Occupancy

Housing Occupancy	Household Size	Number of Housing Units	Percent of Total
Owner Occupied	Total	59,750	25.5
	One-Person Household	19,650	8.4
	Two-Person Household	21,154	9.0
	Three-Person Household	8,199	3.5
	Four-Person Household	6,382	2.7
	Five-Person Household	2,719	1.2
	Six-Person Household	973	0.4
	Seven-or-more-Person Household	673	0.3
Renter Occupied	Total	174,779	74.5
	One-Person Household	86,936	37.1
	Two-Person Household	50,275	21.4
	Three-Person Household	17,951	7.7
	Four-Person Household	11,305	4.8
	Five-Person Household	4,926	2.1
	Six-Person Household	2,070	0.9
	Seven-or-more-Person Household	1,316	0.6
Total		234,762	100.0

Source: U.S. Census, 2000 and TAHA 2010

4.4 Demographic Characteristics of Communities and Neighborhoods

Understanding a neighborhood in part has to do with understanding the demographics of that area. One of the most important aspects of a neighborhood is age because so many behaviors are life-cycle related. Aging patterns often affect labor force participation, mobility, shopping, and home buying. As a result, areas with large elderly or young populations often require different types of services than those with a large working-age population. In addition, particular neighborhoods may attract persons in a particular life-cycle stage, and this will be reflected in a relatively constant age profile for the neighborhood from one census to the next. Table 4-5 shows the Study Area by age within each of the geographic areas, and although this only represents a snapshot in time (that is, conditions as they were in 2000). It is useful in understanding the different needs a particular neighborhood may have based on the age of its residents.

At such a large scale, the population generally has an even distribution; the areas with the largest population under the age of 18 include Windsor Square (24.1%), Wilshire Center/Koreatown (24%) and Wilshire Park (21.6%). The areas with the highest percentage of population over the age of 65 include Century City (40.4%), Rancho Park (27.6%) and Los Angeles County (18.5%).



Table 4-5: Study Area Communities Percent of Population by Age

Geography	Age			
	Under 18 years	18 to 44 years	45 to 64 years	65 years and older
City of Beverly Hills	19.8%	36.5%	26.4%	17.4%
City of Los Angeles				
Brentwood	10.0%	54.6%	21.0%	14.4%
Carthay	17.8%	46.9%	22.1%	13.2%
Century City	7.9%	28.1%	23.6%	40.4%
Hancock Park	19.2%	42.4%	24.4%	14.1%
Hollywood	15.6%	58.1%	16.3%	9.9%
Larchmont	20.4%	39.7%	26.4%	13.5%
Mid City West/Fairfax District	11.0%	55.9%	16.8%	16.2%
Miracle Mile	10.8%	62.1%	15.0%	12.1%
Olympic Park	24.1%	45.2%	19.9%	10.8%
Pico	17.8%	49.5%	20.6%	12.2%
Rancho Park	12.1%	35.6%	24.7%	27.6%
South Robertson	15.4%	47.3%	18.7%	18.5%
West Los Angeles	10.6%	62.7%	16.7%	10.0%
Westwood	8.1%	64.1%	15.4%	12.4%
Wilshire Center/Koreatown	24.0%	51.0%	18.5%	6.5%
Wilshire Park	21.6%	45.4%	20.6%	12.4%
Windsor Square	24.1%	45.2%	21.4%	9.3%
City of Santa Monica	14.5%	46.2%	24.0%	15.3%
City of West Hollywood	5.5%	55.0%	22.6%	16.9%
County of Los Angeles	8.0%	32.9%	40.7%	18.5%

Source: U.S. Census, 2000 and TAHA 2010

The Study Area includes many different ethnic and racial groups. Table 4-6 includes each geography by race and ethnicity. The areas with the largest percentage of African American residents include Pico (47.9%), County of Los Angeles (44%), and Miracle Mile (18.6%). Areas with a large Asian population include Wilshire Center/Koreatown (40.1%), Wilshire Park (39.9%) and Windsor Square (38.9%). Neighborhoods with a large Hispanic or Latino population include Olympic Park (48%), Koreatown (44.4%), and Hollywood (33.6%).

Table 4-6: Study Area Communities Population by Race and Ethnicity

Geography	White	African-American	Alaska Native	Asian	Hispanic Latino	Total Population
City of Beverly Hills	81.3%	1.4%	0.4%	7.9%	4.6%	31232
City of Los Angeles	-	-	-	-	-	-
Brentwood	84.3%	1.3%	0.3%	6.4%	4.5%	19502
Carthay	62.1%	9.1%	0.2%	5.9%	17.8%	5303
Century City	85.2%	2.3%	0.0%	8.3%	2.5%	3548
Hancock Park	73.8%	3.9%	0.1%	11.4%	6.9%	11352
Hollywood	49.8%	5.9%	0.4%	6.5%	33.6%	51188
Larchmont	42.7%	0.0%	0.0%	36.9%	17.2%	466



Geography	White	African-American	Alaska Native	Asian	Hispanic Latino	Total Population
Mid City West/Fairfax District	75.1%	4.1%	0.5%	10.4%	6.3%	47631
Miracle Mile	49.2%	18.6%	0.5%	17.2%	11.2%	6416
Olympic Park	7.6%	15.3%	0.4%	27.0%	48.0%	26564
Pico	24.0%	47.9%	0.5%	5.8%	17.2%	12547
Rancho Park	80.6%	1.7%	0.1%	9.4%	5.1%	7219
South Robertson	77.1%	2.6%	0.4%	4.9%	5.8%	12558
West Los Angeles	49.9%	2.5%	0.0%	19.7%	22.3%	28475
Westwood	65.4%	2.1%	0.2%	20.8%	6.8%	58745
Wilshire Center/Koreatown	7.7%	5.3%	0.1%	40.1%	44.4%	55116
Wilshire Park	16.0%	10.0%	0.3%	39.9%	32.0%	15272
Windsor Square	26.2%	5.0%	0.1%	38.9%	27.3%	14275
City of Santa Monica	70.7%	3.7%	0.2%	7.3%	14.0%	58949
City of West Hollywood	81.2%	2.8%	0.2%	3.9%	9.0%	35716
County of Los Angeles	45.6%	44.0%	0.9%	0.0%	6.9%	666

Source: U.S. Census, 2000 and TAHA 2010

Several indicators can help predict how of if a neighborhood might change over time. For example, incomes can be used as a proxy for housing prices. This is a particularly important indicator in a housing market such as Los Angeles, where many neighborhoods are unaffordable for the majority of the population. Often neighborhoods with lower housing prices that are considered undesirable will gentrify due to limited housing options elsewhere in the City. Table 4-7 shows the median household income for each of the Study Area communities. The neighborhoods with the lowest median income are Wilshire Center/Koreatown, Hollywood and Olympic Park, while the neighborhoods with the highest median income are City of Beverly Hills, Brentwood and Larchmont. Table 4-7 also shows the wide gap in median incomes within the Study Area. The neighborhood with the highest median income (Beverly Hills) has a median income that is more than three times that of the neighborhood with the lowest median income (Wilshire Center/Koreatown).

Table 4-7: Study Area Communities by Household Income

Geography	Median Household Income
City of Beverly Hills	\$ 97,726
City of Los Angeles	-
Brentwood	\$ 88,263
Carthay	\$ 54,112
Century City	\$ 93,353
Hancock Park	\$ 90,246
Hollywood	\$ 26,699
Larchmont	\$ 86,442
Mid City West/Fairfax District	\$ 49,726
Miracle Mile	\$ 46,538
Olympic Park	\$ 33,306
Pico	\$ 41,816



Rancho Park	\$ 74,859
South Robertson	\$ 49,294
West Los Angeles	\$ 40,748
Westwood	\$ 66,356
Wilshire Center/Koreatown	\$ 25,603
Wilshire Park	\$ 44,647
Windsor Square	\$ 73,954
City of Santa Monica	\$ 67,540
City of West Hollywood	\$ 41,550
County of Los Angeles	\$ 42,391

Source: U.S. Census, 2000, LA Times and TAHA 2010

Communities within the Study Area also vary in terms of population density. The areas with a higher population density can demonstrate not just the need for expanded transit service, but also the potential effect that that service might have, in particular a trend toward higher density development. Generally, areas with a greater population density would be expected to continue that trend and lean toward higher density development as opportunities arise. However, those areas also likely have less available land for development which would limit development opportunities. Table 4-8 shows population density of the Study Area communities.

Table 4-8: Study Area Communities by Population Density

Geography	Persons Per Square Mile
City of Beverly Hills	5,466
City of Los Angeles	-
Brentwood	9,287
Carthay	1,829
Century City	8,870
Hancock Park	7,568
Hollywood	21,328
Larchmont	4,660
Mid City West/Fairfax District	14,009
Miracle Mile	16,040
Olympic Park	22,137
Pico	3,585
Rancho Park	12,032
South Robertson	25,116
West Los Angeles	14,987
Westwood	12,771
Wilshire Center/Koreatown	45,930
Wilshire Park	3,356
Windsor Square	4,199
City of Santa Monica	5,288
City of West Hollywood	18,838
County of Los Angeles	2,003

Source: U.S. Census, 2000, LA Times and TAHA 2010



Another indicator of the stability of a neighborhood is how long the residents have lived at their current address. Those neighborhoods that experience frequent turnover would be expected to be less cohesive than those that include a large population that is aging in place. If residents in a neighborhood move in and out quickly, it is unlikely that would have strong bonds to the neighborhood or each other. Table 4-9 shows the years of tenancy for the project Study Area communities.

Table 4-9: Study Area Communities by Length of Tenancy

Geography	Percent of Population Living in a Geography by Years		
	Less than 5 Years	5 to 10 Years	Over 10 Years
City of Beverly Hills	52.4	14.3	33.3
City of Los Angeles			
Brentwood	61.3	14.2	24.5
Carthay	52.9	18.8	28.4
Century City	43.8	15.1	41.1
Hancock Park	54.5	13.5	32.0
Hollywood	72.7	13.3	14.0
Larchmont	41.6	10.7	47.6
Mid City West/Fairfax District	65.5	13.6	20.9
Miracle Mile	70.2	11.2	18.6
Olympic Park	55.1	15.4	29.5
Pico	53.3	16.4	30.3
Rancho Park	47.7	13.8	38.5
South Robertson	58.8	17.4	23.8
West Los Angeles	68.2	15.7	16.1
Westwood	64.4	12.3	23.3
Wilshire Center/Koreatown	68.9	16.3	14.8
Wilshire Park	56.4	15.1	28.5
Windsor Square	60.1	16.2	23.7
City of Santa Monica	51.6	17.9	30.5
City of West Hollywood	59.5	17.4	23.1
County of Los Angeles	100.0	0.0	0.0

Source: U.S. Census, 2000, LA Times and TAHA 2010



5.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES AND MITIGATION

5.1 Methodology

Established communities have a set of identifiable perceptual and physical relationships occurring within a specific geographic area. The level of cohesion is a relative descriptor of a community. Cohesion refers to the degree of attraction among the parts of a neighborhood (i.e., individuals groups and institutions). In addition, cohesion relates to the level of interaction and interdependence present within a community.

The analysis of the potential effects of the project alternatives on community cohesion includes a combination of several aspects: the creation of physical, social, or psychological barriers within an established community or neighborhood; the disruption of access to community assets; and the displacement of community assets or institutions (USDOT 1996). The analysis below addresses these potential effects of each project alternative, as well as the proposed maintenance and operations facilities, on the cohesion of the local established communities identified above.

Both short-term (temporary) and long-term (permanent) effects from the construction and operation of the project alternatives on each of the local established communities is assessed, describing qualitative, and where possible, quantitative impacts associated with the potential changes to these communities.

5.2 Alternatives

5.2.1 No Build

This Draft EIS/EIR considers a No Build Alternative that includes all existing highway and transit services and facilities, and the committed highway and transit projects in the 2009 Metro Long Range Transportation Plan (LRTP) and the 2008 SCAG Regional Transportation Plan (RTP). Under the No Build Alternative, no new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction, environmentally cleared and in operation by 2035 and identified in the Metro LRTP.

Under the No Build Alternative the study corridor communities would be expected to continue to change and grow over time, but the changes would not occur as a result of the project. Therefore, no impacts would occur under the No Build Alternative.

5.2.2 Transportation System Management (TSM) Alternatives

The TSM Alternative emphasizes more frequent bus service than the No Build Alternative to reduce delay and enhance mobility. The TSM Alternative contains all elements of the highway, transit, Metro Rail, and bus service described under the No Build Alternative. In addition, the TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period.



In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

Under the TSM Alternative only moderate changes would occur within the study corridor. Some new transportation infrastructure would likely be built to support the TSM Alternative such as new bus shelters. However, these small changes would not be enough to have an effect on the study corridor neighborhoods. Increased bus service as part of the TSM Alternative could disrupt communities by impacting the flow of traffic or creating a perceived barrier. The increased bus service could also change the character of the neighborhood creating a more noise from bus acceleration and a more “urban” feel through increased congestion and traffic on the streets. These factors would be likely to detract from the pedestrian experience thereby, limiting pedestrian activity.

5.2.3 Alternative 1—Westwood/UCLA Extension

This alternative, the “base” alternative, extends via subway from the existing Metro Purple Line Wilshire/Western Station to Westwood/UCLA. The alternative travels westerly from the Wilshire/Western Station, centered below Wilshire Boulevard, to the Wilshire Boulevard/Santa Monica Boulevard intersection. At this location, the alignment curves southwesterly from Wilshire Boulevard to Santa Monica Boulevard, traversing first along the northern edge of Santa Monica Boulevard, then the center, and then the southern edge of Santa Monica Boulevard to the station in Century City.

From there, the alignment begins to turn northwesterly at Century Park West, crossing under Benecia Avenue, Eastborne Avenue, and Beverly Glen Boulevard, continuing in a northwesterly angle crossing under Pandora, Kinnard, Wilkins, Ohio, Warner, Rochester, Wellworth, Thayer, Ashton, and Westholme Avenues. Just west of Westholme Avenue, the alignment turns west under Wilshire Boulevard.

The alignment continues westerly under Wilshire Boulevard, turns northwesterly at Malcolm Avenue, then westerly under Lindbrook Drive, and continues centered under Lindbrook Drive, crossing under Glendon Avenue, Westwood Boulevard, and Gayley Avenue to the Wilshire/Westwood Station under UCLA’s Parking Lot 36. The alignment is 8.60 miles in length.

This Alternative includes seven stations in the baseline: Wilshire /Crenshaw, Wilshire/La Brea, Wilshire/Fairfax (West), Wilshire La Cienega, Wilshire/Rodeo, Century City (Santa Monica Blvd) and Westwood/UCLA (off-street) Five station options are also considered under this Alternative: remove Wilshire/Crenshaw, Wilshire/Fairfax East, Wilshire/La Cienega (Transfer Station), Century City (Constellation Blvd) and Westwood/UCLA (on-street).

5.2.3.1 Construction

This alternative would require the construction of up to seven new stations as described above. Construction of these stations would likely require temporary sidewalk and



street/lane closures. Mobility would be temporarily reduced in station areas during construction.

Installation of underground tracks would require tunneling along Wilshire Boulevard, Santa Monica Boulevard and other segments. Many of the segments would require temporary cut and cover excavations and concrete decking along the entire length of the roadway. Tunnel boring machines (TBM) would be used for the majority of the alignment. Most of the construction would occur beneath temporary concrete decking while the traffic operated normally on the surface. Streets and sidewalks in the vicinity of the temporary excavation areas would likely be closed periodically during construction. However, as the alignment would run underground throughout the project area impacts would be temporary and intermittent. Tunneling activities would result in road closures and would likely shift traffic to the surrounding streets. This could temporarily add congestion to and reduce mobility within surrounding communities.

Many of the neighborhoods along this section of the alignment are characterized by retail and commercial uses along Wilshire Boulevard with primarily single-family residential uses beyond Wilshire Boulevard to the north and south. An increase in traffic as a result of construction activities could affect the residential character of the neighborhoods. In addition, street closures are expected to impact mobility and access to the community facilities described above, as much of the construction activity would be centered on Wilshire Boulevard which is a central point of access for the neighborhoods. As a result, it could be more difficult to access some community resources such as churches and museums located along Wilshire and Santa Monica Boulevards. In addition construction activities could also reduce on-street and off-street parking. This could affect the profitability of existing businesses as customers may choose to avoid ongoing construction.

Pedestrian and vehicle mobility between communities and neighborhoods along Alternative 1 would be reduced during construction due to road and sidewalk closures and traffic detours; however, these impacts would end with the completion of construction. This would be a temporary adverse impact.

5.2.3.2 Operation

Operation of Alternative 1 would not affect existing pedestrian or vehicle traffic, although an increase of pedestrians at local intersections due to people travelling in and out of the new station would need to be addressed to ensure safe crossing for pedestrians.

The new stations would comply with the Americans with Disabilities Act and would be designed to ensure accessibility to all persons. The stations would be wheelchair and stroller accessible with ramps and/or elevators. Several seats on each of the trains would be designed for persons with disabilities, as required by law. There would be no impacts to senior citizens or disabled persons.

Most businesses along the proposed alignment would be expected to benefit from operation of this alternative as mobility would be increased throughout the Westside and greater Los Angeles resulting in an increase in pedestrians around the stations and a beneficial increase in potential customers. Operational effects would be beneficial.

**5.2.3.3 Wilshire Center/Koreatown**

The optional Crenshaw Station is near the boundary of Koreatown. The Wilshire/Crenshaw station would be located at the Crenshaw/Wilshire Boulevard intersection between Bronson Avenue and Lorraine Boulevard. Wilshire Center/Koreatown comprises the southern boundary of the station site, south of Wilshire Boulevard and east of Crenshaw Boulevard. A potential station entrance would be located south of Wilshire Boulevard on the west side of Crenshaw Boulevard.

Several schools and churches are located near the Crenshaw/Wilshire Boulevards intersection as described above. None of these facilities would be displaced as part of the project. A station at this location would increase mobility and access for residents to the east and west of the station, in particular by connecting the east part of Wilshire Center/Koreatown with areas to the west and the west part of Miracle Mile to areas east. The placement of the station underground would not create a physical barrier within the surrounding neighborhoods, nor would access to the community facilities be disrupted.

It is unlikely that the addition of an underground station would create a perceived barrier. This is due to the fact that Wilshire Boulevard is a major east-west thoroughfare and could be viewed as a perceived barrier itself. In many places, including the Crenshaw area, Wilshire Boulevard is scaled to the automobile rather than the pedestrian. Intersections are extremely wide and buildings are spaced quite far apart. This land development pattern can limit access to the north and south. In addition, the Crenshaw/Wilshire Boulevard intersection does not include a substantial number of walkable destinations. The addition of the new station would be expected to increase pedestrian activity in all directions. With appropriate measures for pedestrian safety, the addition of the proposed station and the associated increase in pedestrian activity could actually serve to reduce the existing perceived barrier. This would be a beneficial effect.

As described above, Wilshire Center/Koreatown is identified as a “Regional Center” in the City of Los Angeles General Plan Framework which establishes citywide categories to guide local development. In addition, the Wilshire Community Plan includes incentives for mixed-use development and station area plans for the existing station. The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that would be out of character with the existing neighborhood. One determination for stability of a community is length of tenancy within that community. Table 4-9 indicates that a large percentage of the population in Wilshire Center/Koreatown has been living in their current residence for less than five years (69%) while 14 percent of the residents have been in their current residence for more than ten years. This would indicate a neighborhood without a strong cohesive community.

Wilshire Center/Koreatown has the highest population density of all communities within the Study Area. The land uses surrounding the optional Crenshaw station are largely commercial along Wilshire Boulevard and to the south. SCAG prepares population, housing and employment forecast at the Traffic Analysis Zone (TAZ) level. These forecasts are based on several factors, including available land and population trends, and



can represent the potential changes that could occur within a community over time. The SCAG employment and housing forecasts for the area surrounding the optional Crenshaw station indicate 4,742 new jobs and 369 new housing units. This is lower than many of the other station areas.

Further, recently new development has occurred at existing Metro stations within the Wilshire Center/Koreatown neighborhood, including at the Wilshire/Western station located less than one mile from the optional Crenshaw station. This indicates this type of development is foreseeable. As part of the proposed project, Metro is proposing to acquire properties for construction staging south of the existing Wilshire/Western station, as well as at the intersection of Wilshire and Crenshaw Boulevards. Experience gained from the existing Metro projects, such as the Purple and Red Lines, suggests that developers in the Los Angeles area are interested in creating transit- and pedestrian-oriented mixed-use developments, and that these types of developments can be very successful. The experience in other cities with similar transit infrastructure also supports this trend; however, policies supportive of the desired type of development must usually be in place. After construction, the future availability of the parcels of land that Metro would have acquired, and the existing and proposed development in the area, indicates that a potential acceleration of currently anticipated growth may be a likely secondary impact within the Wilshire Center/Koreatown community. Possibilities for future use of this land ranges from plaza/open space with landscaping, to commercial development similar to the existing development, to more intensive transit-oriented use. Any future use of this property would undergo the City development approval process and environmental review, including extensive input from the community to ensure that any proposed future use is compatible with and supportive of community goals.

These factors combined make it likely that the Wilshire Center/Koreatown neighborhood would experience new development, but that the development would be compatible with existing development in Wilshire Center/Koreatown. As a result, community cohesion within the Wilshire Center/Koreatown neighborhood would not be adversely impacted by the proposed project.

5.2.3.4 Windsor Square

The Windsor Square neighborhood includes specific land use restrictions, including an HPOZ to protect the existing neighborhood.

Several schools and churches are located near the Crenshaw/Wilshire Boulevards intersection within the Windsor Square neighborhood. None of these community facilities would be displaced as part of the proposed project. A station at this location would increase mobility. The placement of the station underground would not create physical barrier within the surrounding neighborhoods, nor would access to community facilities be disrupted.

It is unlikely that the addition of an underground station would create a perceived barrier. This is due to the fact that Wilshire Boulevard is a major east-west thoroughfare and could be viewed as a perceived barrier itself. The addition of the new station would be expected to increase pedestrian activity in all directions. With appropriate measures for pedestrian safety, the addition of the proposed station and the associated increase in



pedestrian activity could actually serve to reduce the existing perceived barrier. This would be a beneficial effect.

The Windsor Square neighborhood has one of the lowest population densities of the Study Area communities, at 4,216 persons per square mile. It has a large percentage of the population that has been in their current residence for less than five years (60%) and as discussed above, the SCAG employment and housing forecasts for the area are lower than many of the other station areas.

The Wilshire Community Plan includes policies for protecting residential areas and would be the primary tool for guiding development in the Windsor Square neighborhood, but there are no specific policies for the Windsor Square neighborhood. It is likely that Wilshire Center/Koreatown would continue to expand westward into Windsor Square and this trend could be accelerated by the proposed project, in particular through opportunities for development near the Wilshire/Crenshaw station. In the past, Metro has entered into public/private development agreements (or joint development) at and adjacent to transit stations and corridors. Joint developments also include coordination with local jurisdictions in the station area land use planning to ensure development is consistent with the plans and goals of the project area. Based on past joint development projects such as those located at the existing Wilshire/Western and Wilshire/Vermont stations, it is likely that the Metro-owned property that will be used for the station entrance will be developed at some future date. However, the single-family neighborhoods within the Windsor Square neighborhood are located further than 1/4-mile from the proposed station which is where any new development would be expected to occur. Further, the existing land uses in Windsor Square are largely single-family residential and would be expected to take many years to be redeveloped in a way that would change the overall scale and character of the area. Policies currently included in the Wilshire Community Plan and the HPOZ for Windsor Square would minimize the potential effects of the proposed station. These policies include:

Policy 1-1.1 Protect existing single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of live.

Policy 1-1.2 Promote neighborhood perseveration in all stable residential neighborhoods

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers

Policy 1-3.4 Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

As a result, community cohesion within the Windsor Square neighborhood would not be adversely affected by the proposed project.

5.2.3.5 Miracle Mile

The Miracle Mile neighborhood could include two stations: Wilshire/La Brea and Wilshire/Fairfax. Policies that govern the Miracle Mile area are included in the Wilshire



Community Plan. The area between La Brea Avenue and Fairfax Avenue is designed as a Regional Commercial Center in the community plan.

Several schools and churches are located near the Wilshire/La Brea and Wilshire/Fairfax Avenue stations within the Miracle Mile neighborhood. None of these schools or churches would be displaced as part of the proposed project. In general the project would be expected to increase mobility through and within the Miracle Mile neighborhood by providing increased transit options. As described above, Wilshire Boulevard is currently the dividing line between the Miracle Mile community to the south and other communities to the north and as a result, the project would be located at the boundary of the community. Further, underground stations would not create a physical barrier within the surrounding neighborhoods, nor would access to the community facilities be disrupted. Rather, the proposed project would provide a new means to access community facilities.

Much of Wilshire Boulevard through the Miracle Mile area is scaled to the automobile rather than the pedestrian. Intersections are extremely wide and buildings are spaced quite far apart. As described above communities tend to be split along Wilshire Boulevard. The addition of the new station would be expected to increase pedestrian activity in all directions. With appropriate measures for pedestrian safety, the addition of the proposed station and the associated increase in pedestrian activity could actually serve to reduce the existing perceived barrier. This would be a beneficial effect.

The Miracle Mile area is generally in the middle range when compared to the other neighborhoods in terms of household income and population density. It has a large percentage of residents who have lived in their current residence for less than five years (70.2%), suggesting a neighborhood in transition.

The Wilshire Community Plan includes policies for protecting residential areas and would be the primary tool for development in the Miracle Mile neighborhood. The Wilshire Community Plan includes policies for residential, commercial and mixed use areas within the community. Both the Wilshire/Fairfax station and the Wilshire /La Brea station are within the Miracle Mile Specific Plan which includes a community design overlay zone with guidelines to promote a pedestrian environment while preserving the Art Deco character of the area.

Existing land uses around the station areas are generally commercial with single and multi-family residential beyond Wilshire Boulevard. SCAG employment and housing projections for these station areas indicate the Wilshire/ La Brea station would offer some opportunities for future development while the Wilshire/Fairfax station would offer the highest potential of stations under Alternative 1.

As part of the proposed project, Metro may need to acquire properties for construction staging south of the proposed Wilshire/La Brea station as well as at the properties along Wilshire Boulevard between Orange Grove Avenue and Ogden Drive, near the Wilshire/Fairfax station. Experience gained from existing Metro projects such as the Purple and Red Lines suggests that developers in the Los Angeles area are interested in creating transit-and pedestrian-oriented mixed-use development, and that these types of



developments can be very successful. The experience in other cities with similar transit infrastructure also supports this trend; however, policies supportive of the desired type of development must usually be in place. After construction, the future availability of the parcels of land that Metro has acquired, and the existing and proposed development in the area, indicates that a possible acceleration of currently anticipated growth may be a likely secondary impact within the Miracle Mile community. Possibilities for future use of this land would be expected to be similar to those discussed within both the Windsor Square and Wilshire Center/Koreatown communities, and would undergo the city development approval process including environmental review. The Miracle Mile neighborhood includes several stations where multiple properties would be acquired by Metro, in particular at the Wilshire/Fairfax and Wilshire/La Brea stations. It is unclear how long it would take Metro to find an appropriate use for the redevelopment of the acquired parcels. Based on past Metro experience these parcels could remain vacant or underutilized from one year to ten years or more. The longer the parcels remain vacant the more likely it is that the community would be adversely affected.

Current policies, existing land uses, and population trends indicate the Miracle Mile area will continue to be a center for commercial and residential development. The proposed project and stations located within the Miracle Mile area would likely experience new development consistent with the population and employment forecast by SCAG, and some of this growth could be due to the convenience of subway travel and existing policies that encourage development near transit centers. Furthermore, the characteristics of the neighborhood described previously (income, tenure, etc.) indicate that the policies in place would be enough to retain the character of the neighborhood, and the proposed project would not result in a substantial change to the community or adversely affect community cohesion within the Miracle Mile neighborhood.

5.2.3.6 Hancock Park

The Wilshire/La Brea Station would be located just west of La Brea Avenue and extend from La Brea Avenue to just west of Cloverdale Avenue. This station would be at the boundary of four neighborhoods: Miracle Mile to the southwest, Mid City West/Fairfax District to the northwest, Hancock Park to the northeast and Wilshire Park to the southeast.

Several schools and churches are located near the Wilshire/La Brea Avenue station within the Hancock Park neighborhood. None of these community facilities would be displaced as part of the proposed project. As described previously, Wilshire Boulevard is currently the dividing line between the Miracle Mile community to the south and Hancock Park to the northeast. Further, underground stations would not create a physical barrier within the surrounding neighborhoods, nor would access to the community facilities be disrupted. Rather, the proposed project would provide a new means to access community facilities.

The area surrounding the station to the west in particular is pedestrian-scaled with some large-scale retail, such as Staples and Walgreens, mixed with smaller scale neighborhood shops and restaurants. The pedestrian-scale nature of the area continues in all directions, although only for a few blocks south on La Brea Avenue. Similar to the Wilshire/Crenshaw station described previously, the addition of the new station would be



expected to increase pedestrian activity in the area as riders exit the trains and walk to their destination or connecting bus service. The station would not create a physical barrier between neighborhoods, as it would be located underground.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that was out of character with the existing neighborhood. The Hancock Park neighborhood has a high rate of residents who have lived at their current address for more than 10 years (32%). This suggests the neighborhood is stable and would be resistant to change. Further, Hancock Park has a high household income and low population density when compared to the other Study Area communities. It is also designated as an HPOZ and has specific policies in place to protect the historic character of homes in Hancock Park. As discussed previously, the area around the Wilshire/La Brea station is forecast to an increase in residences and jobs, and some of that growth would be expected to occur in the Hancock Park neighborhood. In addition, based on past joint development trends, it is likely that the Metro-owned property at Wilshire/La Brea will be developed at some future date which would contribute to new development in or around the station area. However, existing single-family homes would likely remain unchanged as higher density development would be restricted to the main commercial thoroughfares such as Wilshire Boulevard and La Brea Avenue. Further, any future development at that site will be evaluated for potential impacts once plans for development have commenced. Nonetheless, the policies currently included in the Wilshire Community Plan and the HPOZ for Hancock Park as well as the general stability of the neighborhood would minimize the potential secondary effects of the proposed station. The proposed project would not adversely affect community cohesion within the Hancock Park neighborhood.

5.2.3.7 Carthay

The Carthay neighborhood is generally south of Wilshire Boulevard, between Fairfax Avenue and La Cienega Boulevard. Wilshire Boulevard in this area includes a mix of small-scale neighborhood commercial uses and low, mid and high-rise office uses.

Several important community resources are located in the immediate area of the Wilshire/Fairfax station, in and near the Carthay neighborhood including LACMA, the Peterson Automotive Museum, the Los Angeles Architecture and Design Museum, and the La Brea Tar Pits. Wilshire Boulevard currently acts as a boundary between Carthay and the Mid City West/Fairfax District neighborhood to the north. The proposed alignment would run along this boundary and would not divide the Carthay neighborhood. Further, underground stations would not create a physical barrier within the surrounding neighborhoods, nor would access to the community facilities be disrupted. Rather, the proposed project would provide a new means to access community facilities.

The Carthay neighborhood is largely single-family as can be seen from the low population density of 1,825 persons per square mile. The neighborhood is relatively stable with a fairly even split between those who have lived there for less than five years and those who have lived in their current residence for more than five years. Carthay also



has a higher median income than many of the Study Area neighborhoods. These factors suggest Carthay is a stable neighborhood.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that was out of character with the existing neighborhood. Several commercial parcels are expected to be acquired as part of the proposed project. These parcels would be expected to be developed at a later date and would likely be developed with transit-oriented uses. Although the Carthay area is generally comprised of single-family uses, current policies, existing land uses, and population trends indicate the Wilshire/Fairfax station area will continue as a center for commercial and residential development. However, the existing land uses in Carthay are largely single-family residential and would be expected to take many years to be redeveloped in a way that would change the overall scale and character of the area. In addition, some degree of change would be expected to occur within the community without the proposed project. Further, the characteristics of the neighborhood described above (income, tenure, etc) indicate the policies in place would be enough to retain the character of the neighborhood and the proposed project would not result in a substantial change to the community, or adversely affect community cohesion within the Carthay neighborhood.

5.2.3.8 Mid City West/Fairfax District

The Mid City West/Fairfax District would include more stations than any other neighborhood. Four stations would be located either entirely within, on the boundary of, or near the boundary of the Mid City West/Fairfax District: Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega (Alternative 1, 2, 3), and Beverly Center Area (Alternative 4, 5)).

Several schools and churches are located within the Mid City West/Fairfax District and near the proposed stations. None of these schools or churches would be displaced as part of the proposed project. Mid City West/Fairfax District is one of the largest neighborhoods in the Study Area. As a result of the project the Mid City West/Fairfax District would be expected to experience increased mobility and decreased congestion. This would be a beneficial impact. Further, the proposed stations would be located underground and would not disrupt access to nearby schools, churches, and other community facilities.

The Beverly Center Area station would be located in the center of the Mid City West/Fairfax District. The Beverly Center Area station would be located on San Vicente Boulevard at the intersection of 3rd Street. A potential station entrance would be located off 3rd Street. North of the station, the area is developed with the Beverly Center Shopping Center and the Cedars-Sinai Medical Center. These two large uses create a barrier between the residences to the north and the south. To the south and west of the station area are residential uses. These residences would not be disrupted by the proposed station, nor would their access to the community facilities to the north be disrupted, as the station would be located underground. Areas to the east are difficult to access on foot due to the configuration of the intersections at San Vicente Boulevard. This would not



change as a result of the proposed project. With appropriate measures for pedestrian safety, the addition of the proposed station and the associated increase in pedestrian activity could actually serve to reduce the existing perceived barrier. This would be a beneficial effect.

The Mid City West/Fairfax District has a large percentage of residents who have lived in the neighborhood for less than five years (65.5%). This suggests a neighborhood in transition. It is also similar to many of Study Area neighborhoods in terms of median household income and density. These factors suggest the area is still relatively affordable, as compared to the rest of the project area, and may have available land. These factors combined with the potential for five new stations to be built in the area strongly suggest the neighborhood would experience new development around those station areas. In addition, the SCAG employment and housing forecasts for the Wilshire/ Fairfax station area is the highest of all station areas within the alignment. The high number of jobs and housing units forecast indicate that the Mid City West/Fairfax District would be expected to experience an increase in development.

As part of the proposed project, Metro is proposing to acquire several properties for construction staging along Wilshire Boulevard between Fairfax Avenue and Crescent Heights Avenue, near the Wilshire/Fairfax station. Experience gained from existing Metro projects, such as the Purple and Red Lines, suggests that developers in the Los Angeles area are interested in creating transit-and pedestrian-oriented mixed-use development. However, supportive policies must usually be in place. After construction, parcels that were acquired as part of the project would allow for new opportunities for development, but it is possible it could take Metro several years to find a suitable use for the acquired parcels. The longer the parcels remain vacant, the more likely it is that an impact would occur, this is particularly relevant for the communities such as Mid City West/Fairfax District, Miracle Mile, Hancock Park and Carthay which are adjacent to either the Wilshire/Fairfax or Wilshire La Brea stations as the construction of these station would each require the removal of several properties. Development time frame would be dependent on numerous factors including market feasibility and availability of a suitable private partner to enter into an agreement. Without any information on potential agreements, attempts at determining how long the land would remain vacant would be speculative.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that was out of character with the existing neighborhood. Current policies, existing land uses, and population trends indicate the Wilshire/Fairfax station area will continue as a center for commercial and residential development. In addition, some degree of change would be expected to occur within the community without the proposed project, as demonstrated by SCAG's employment and housing forecasts for the station areas. However, the characteristics of the neighborhood described above (income, tenure, etc) indicate the policies in place would be enough to retain the character of the neighborhood and the proposed project would not result in a substantial change to the community or adversely affect community cohesion within the Mid City West/Fairfax District.

**5.2.3.9 South Robertson**

A small portion of the South Robertson neighborhood extends north to Gregory Way and less than 1/2-mile from the Wilshire/La Cienega station. South Robertson hosts a large concentration of synagogues.

The proposed station at Wilshire/La Cienega would not be located within the South Robertson neighborhood. Therefore no direct or secondary impacts would occur.

Based on the community plans for the Study Area communities, the majority of the future development would be expected to occur in the area immediately surrounding the station sites (within 1/4-mile). As such, the South Robertson neighborhood would experience the benefits of being within walking distance of the station and the increased mobility that would occur as a result of the project. No adverse effects related to community cohesion would occur.

5.2.3.10 City of Beverly Hills

Two stations would be located within the City of Beverly Hills - Wilshire/Rodeo and Wilshire/La Cienega.

Several schools and churches are located within the City of Beverly Hills near the proposed stations. None of these community assets would be displaced as a result of the proposed project. As a result of the project, the City of Beverly Hills would be expected to experience increased mobility and decreased congestion. This would be a beneficial effect. Further, the proposed stations would be located underground and would not disrupt access to nearby schools, churches and other community facilities. No direct impacts would result.

The City of Beverly Hills has a large percentage of residents who have lived at their current address for more than ten years (33.3%) and is generally similar to the rest of the Study Area communities in terms of population density, but at the high end of household income. The area around the Wilshire/La Cienega station includes a large percentage of commercial uses when compared to the other station areas (11.8%), and the Wilshire/Rodeo station area includes nearly twice as many commercial properties (22.1%) which detracts from a sense of community around the station. In addition, SCAG forecasts an additional 2,379 jobs and 1,005 housing units for the Wilshire/La Cienega area by the year 2035, which is a moderate amount of growth compared to the other station areas. SCAG forecasts an additional 6,765 jobs and 3,308 housing units for the Wilshire/Rodeo area. The City of Beverly Hills General Plan includes height and massing transitions between uses to maintain visual continuity and compatibility. These policies would help maintain the overall character of the neighborhoods as future development occurs.

As part of the proposed project under Alternative 4, Metro is proposing to acquire several properties for construction staging along the south side of Wilshire Boulevard between Gale Drive and Hamilton Drive, near the Wilshire/La Cienega station and on the north side of Wilshire Boulevard between Arnaz Drive and Robertson Boulevard. Metro is also proposing to acquire property on the south side of Wilshire Boulevard between Beverly Drive and El Camino Drive, near the Wilshire/Rodeo station. After construction, the



future availability of the parcels of land that Metro has acquired, and the existing and proposed development in the area, indicates that a possible acceleration of currently anticipated growth may be a likely secondary impact within the Beverly Hills community. Metro would encourage extensive input from the community to ensure that any proposed future use is compatible with and supportive of community goals.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that would be out of character with the existing neighborhood. Current policies, existing land uses, and population growth trends indicate that the Wilshire/Rodeo station area in particular will continue as a center for commercial development. In addition, some degree of change would be expected to occur within the community without the proposed project, as projected by SCAG's employment and housing forecasts for the station areas. The characteristics of the neighborhood described above (income, tenure, etc.) indicate the policies in place would be enough to retain the character of the neighborhood and the proposed project would not adversely affect community cohesion within the City of Beverly Hills.

5.2.3.11 Century City

The Century City Station at Santa Monica would be located at the intersection of Santa Monica Boulevard and Avenue of the Stars. The station would extend on the west to Club View Drive. The Century City neighborhood is located to the south of the station and the Westwood neighborhood is located to the west and north.

The proposed station would be located in an area dominated by primarily office and retail uses. Many of the buildings are mid-to-high rise and scaled toward the automobile rather than the pedestrian. The nearest residential uses are located northwest of Santa Monica Boulevard. The area does not have any attributes of a community or neighborhood which generally include the use of local facilities and shared activities and attitudes. While the Century City area includes people, many of whom work in Century City, the area does not demonstrate the specific attributes of a neighborhood and does not include any community facilities that would draw residents to the station area at this time. Century City has a very limited number of residents who would be likely to connect with and utilize community facilities outside of Century City.

As discussed, the area does include many workers who could be considered a community as well due to their shared workplace, etc. However, community impacts are typically limited to those who live in the community. As such, no direct impact would occur.

The station area in Century City does not include any identifiable communities or attributes of communities. Therefore, no indirect or secondary impacts related to community cohesion would occur.

5.2.3.12 Westwood

The Wilshire/Westwood station would be an off street station located just north of Wilshire Boulevard and west of Gayley Avenue, extending west to Veteran Avenue in the



Westwood neighborhood. The station would be located on the western edge of the Westwood neighborhood, near the VA Hospital.

Several community assets are located near the Wilshire/Westwood station, including medical facilities, the UCLA Hammer Museum, and the UCLA campus located to the north of the station. None of these community assets would be displaced as part of the proposed project. The area is dominated by office and retail uses and the station itself would not be a new physical barrier, but would be expected to result in an increase in pedestrian activity along Wilshire Boulevard and the surrounding streets. There are residential uses located south of Wilshire Boulevard between Veteran and Westwood Boulevards; however these residences are located far enough away and therefore would not be directly impacted by the project. Further, the proposed stations would be located underground and would not disrupt access to nearby schools, churches and other community facilities. No direct impacts would occur.

The Westwood neighborhood has a large percentage of residents who have been in their current home for less than five years (64.4%). This is due in part to the large number of UCLA students who live in and around the Westwood neighborhoods. This is the highest percentage of population in that age group of any of the Study Area neighborhoods. With most neighborhoods this would suggest a neighborhood in transition, however, in this case it suggests a large student population that turns over every four years or so. As the result of the large student population, it is unlikely the character of the neighborhood would change as a result of the station. The area will continue to be a draw for students and the increased mobility and decreased traffic congestion will likely reinforce that trend. The proposed project would not adversely affect community cohesion within the Westwood neighborhood.

5.2.4 Alternative 2—Westwood/VA Hospital Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Westwood/VA Hospital Station. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Westwood/VA Hospital Station (described below).

From the Westwood/UCLA Station, under UCLA Lot 36, the alignment travels westerly under Veteran Avenue, angling westward under the southern edge of Wilshire Boulevard and crossing under the property of the Federal Building in Westwood. A double crossover in a cut and cover structure is located under this property. The alignment then continues west under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the GLAVA property just east of Bonsall Avenue, terminating at this station. This alignment is 8.96 miles in length.

This alternative includes the seven stations described in Alternative 1, plus one additional station at the VA Hospital. There is also an optional Westwood/VA Hospital Station. In addition, the five optional stations as described in Alternative 1 could also be part of this alternative, resulting in a total of six optional stations. The additional station is described below.

**5.2.4.1 VA Hospital/Los Angeles County**

The Wilshire/VA Hospital station would be located just west of I-405 and extend to Bonsall Avenue on the west.

The Wilshire/VA Hospital station area is entirely developed with the Veteran Hospital medical complex. It does not contain any attributes of a community or neighborhood. No direct or indirect impacts related to community cohesion would occur.

5.2.5 Alternative 3—Santa Monica Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Wilshire/4th Station in Santa Monica. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Wilshire/4th Station (see description below), and the portion of the Alternative 2 alignment that extends from the Westwood/UCLA Station to the Westwood/VA Hospital Station.

From the Westwood/VA Hospital Station, the alignment travels westerly under the Army Reserve property and then under the center of Wilshire Boulevard at San Vicente Boulevard, where the alignment continues westerly under the center of Wilshire Boulevard to the City of Santa Monica, terminating at the Santa Monica/4th Station between 4th and 5th Streets. The alignment is 12.38 miles in length.

This alternative includes the seven stations described in Alternative 1, plus five additional stations extending to the City of Santa Monica, for a total of 12 stations. In addition to the stations described in Alternative 1, this alternative also consists of the Westwood/VA Hospital Station (not part of Alternative 1) and the Westwood/VA Hospital Station North). All other optional stations could also be part of this alternative; therefore, this alternative has six optional stations.

5.2.5.1 West Los Angeles

The proposed alternative alignments extend through the northeastern edge of the West Los Angeles neighborhood. One station would be located within the West Los Angeles neighborhood, the Wilshire/Bundy station as part of Alternative 3. The station would extend from Saltair Avenue on the east to Bundy Drive on the west. The area is dominated by office uses ranging in height from two to 14 stories.

The West Los Angeles neighborhood has a large percentage of residents who have lived in the neighborhood for less than five years (68.2%). This suggests a neighborhood in transition. It also has one of the highest median incomes among communities within the Study Area, which suggest a lack of affordability. In particular, the area surrounding the Wilshire/Bundy station is highly developed. Several businesses would be displaced at the Wilshire/Bundy site to accommodate construction staging and equipment. Those parcels that are acquired by Metro would be expected to be developed at a later date as transit-oriented development. SCAG forecasts for the Wilshire/Bundy station area include an increase of 1,265 new jobs and 4,565 new housing units. The large number of housing units reflects the residential character of the neighborhood. Since the Wilshire/Bundy area is highly developed, additional development at the site would not be out of character of the existing area and would not change the character of the neighborhood. New



development that would occur would be in accordance with the West Los Angeles Community Plan which emphasizes the need to maintain the low density character of single family neighborhoods and avoid encroachment from commercial uses. As a result of these policies, the West Los Angeles neighborhood would not be expected to experience any adverse effects from new development that might occur at the station area.

5.2.5.2 Brentwood

The Wilshire/Bundy station would be located on the southern edge of the Brentwood neighborhood on Wilshire Boulevard. The station would extend from Saltair Avenue on the east to Bundy Drive on the west. The area is dominated by office uses ranging in height from two to 14 stories.

Several community assets are located near the Wilshire/Bundy station, none of which would be displaced as part of the proposed project. The area is dominated by office and retail uses and, the station itself would not be a new physical barrier, but would be expected to result in an increase in pedestrian activity along Wilshire Boulevard and the surrounding streets. There are residential uses located one block north of Wilshire Boulevard, along Goshen Avenue; however these residences are located far enough away so they would not be directly impacted by the project, nor would the project result in a loss of access to the community facilities in the area. Further, the proposed station would be located underground and therefore would not divide or disrupt the community. No direct impacts would occur.

The Brentwood neighborhood has the highest median income and the lowest population density of all the Study Area communities. This is in part a reflection of the larger Brentwood neighborhood and not necessarily of the area near the proposed Wilshire/Bundy station. The Brentwood neighborhood continues north from Wilshire Boulevard to Mulholland Drive. Much of the northern part of Brentwood consists of large lot single-family homes, while within the Study Area Brentwood is much more densely populated.

Several businesses would be displaced at the Wilshire/Bundy site to accommodate construction staging and equipment. Those parcels that are acquired by Metro would be expected to be developed at a later date as transit-oriented development. SCAG forecasts for the Wilshire/Bundy station area include an increase of 1,265 new jobs and 4,565 new housing units. The large number of housing units reflects the residential character of the neighborhood. Since the Wilshire/Bundy area is highly developed, additional development at the site would not be out of character of the existing area and would not change the character of the neighborhood. New development that would occur would be in accordance with the West Los Angeles Community Plan which emphasizes the need to maintain the low density character of single family neighborhoods and avoid encroachment from commercial uses. As a result of these policies, the single family neighborhoods in Brentwood would not be expected to experience any adverse effects from new development that might occur at the station area.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential



secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that was out of character with the existing neighborhood. Current policies, existing land uses, and population trends indicate the Wilshire/Bundy station area will continue as a center for commercial and residential development. In addition, some degree of change would be expected to occur within the community without the proposed project, as projected by SCAG's employment and housing forecasts for the station areas. Further, the characteristics of the neighborhood described above (income, tenure, etc.) indicate the policies in place would be enough to retain the character of the neighborhood and the proposed project would not result in a substantial change to the community, or adversely affect community cohesion within the Bentwood neighborhood.

5.2.5.3 **Santa Monica**

Three stations would be located in the City of Santa Monica: the Wilshire/26th Street station, the Wilshire/16th Street station and the Wilshire/4th Street station. Wilshire Boulevard in Santa Monica is generally characterized by small-scale neighborhood commercial and mixed-use developments. Buildings generally range from one to three stories.

The City of Santa Monica station areas are generally pedestrian-scaled with small neighborhood retail shops and services along Wilshire Boulevard. The stations would be located underground at three points along Wilshire Boulevard. The stations themselves would not be a new physical barrier. Access to community facilities would not be disrupted, nor would any community facilities be displaced. As such, no direct impacts would occur.

The newly adopted Santa Monica LUCE will be the primary policy direction for the City of Santa Monica as the proposed project is being implemented. The LUCE includes clear goals and policies regarding transportation and land use. The LUCE links land use decisions and transportation requirements to effectively manage traffic congestions, decrease reliance on automobile use, increase the use of alternative modes of transportation, and reduce GHG emissions (SMPD 2009). The LUCE also includes policies to direct residential investment pressure away from existing neighborhoods to locations along transit corridors. As a result of clear goals and policies regarding development along transit corridors, impacts to the existing neighborhoods will be minimized. The proposed project will benefit the existing communities by providing increased mobility and reduced traffic congestions. No adverse effects related to community cohesion would occur.

5.2.6 **Alternative 4—Westwood/VA Hospital Extension Plus West Hollywood Extension**

This alternative encompasses all of Alternative 1 (see Alternative 1 alignment description above), from the existing Metro Purple Line Wilshire/Western Station to Westwood/UCLA. It also extends the terminus by one station to the Westwood/VA Hospital Station (this portion of Alternative 4 is also the same as Alternative 2, Westwood/VA Hospital Extension) and includes an alignment that extends from the existing Metro Red Line Hollywood/Highland Station to the track connection structure at



Robertson Blvd at Wilshire in Alternative 1 (see description of the West Hollywood alignment below).

The portion of this alternative that encompasses Alternative 1 follows the same alignment from Wilshire/Western to Westwood/UCLA. From the Westwood/UCLA Station, under UCLA Lot 36, the alignment travels westerly under Veteran Avenue, angling westward under the southern edge of Wilshire Boulevard once across Veteran Avenue. The alignment travels under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the VA Hospital property just east of Bonsall Avenue, terminating at this station.

In addition, this alternative includes the West Hollywood Extension, which extends from the existing Metro Red Line Hollywood/Highland Station. From a new station in this location (described below), this alignment extends southerly, centered under Highland Avenue, and continues south under Highland Avenue to just north of Fountain Avenue where the alignment curves southwest, curving under Lexington Avenue, Citrus Avenue, Mansfield Avenue, and on to Orange Drive. At Orange Drive, the alignment turns westerly under Santa Monica Boulevard.

At the intersection of Sycamore Avenue and Santa Monica Boulevard, the alignment continues westerly under the center of Santa Monica Boulevard. The alignment continues centered under Santa Monica Boulevard to just east of the Santa Monica/San Vicente Boulevard intersection. At Hancock Avenue, the alignment arcs to the north side of Santa Monica Boulevard, and then turns south at Larrabee Street, curving first under the west side of San Vicente Boulevard, then centered, then to the east side under San Vicente Boulevard to Ashcroft Avenue.

At Ashcroft Avenue, the alignment continues south under the property between Sherbourne Drive and San Vicente Boulevard, crossing under Beverly Boulevard, and is then under the western side of San Vicente Boulevard to just north of Third Street. Near Fourth Street, the alignment begins to curve under Burton Way, under the properties along the western edge of La Cienega Boulevard. At Colgate Avenue, the alignment turns southwesterly, crossing under Clifton Way, Le Doux Road, and Stanley Drive. West of Stanley Drive, the alignment curves westerly under Carson Road, Hamel Drive, and Amaz Drive, and then connects into the alignment of Alternative 1 at a track connection structure at Robertson Blvd on Wilshire. The alignment is 14.06 miles in length.

This alternative includes the seven stations described in Alternative 1, the Wilshire/VA Hospital Station, plus five additional stations for the West Hollywood extension, for a total of 13 stations. In addition to the stations described in Alternative 1, this alternative also includes the Westwood/VA Hospital Station (not part of Alternative 1), which is described above under Alternative 2. All optional stations could also be part of this alternative; therefore, this alternative has six optional stations.

5.2.6.1 Hollywood

The Hollywood/Highland station would be an extension of the existing Hollywood and Highland station and would extend south of Hollywood Boulevard to Selma Place. This station is located in the Hollywood neighborhood. The area around the station is highly



developed with commercial uses, with residences located intermittently. Several community assets including schools and churches are located near the proposed station. None of these community assets would be displaced as part of the proposed project.

The Hollywood neighborhood has two existing stations, including one at Hollywood/Highland where the proposed new station would be located. The proposed station would be underground, similar to the existing station, and would essentially create a “T” with the existing station. This new station would not disrupt access to any community facilities, as it would be located underground. No community facilities would be displaced in Hollywood as a result of the project. The station itself would not be a new physical barrier. No direct impacts would occur.

The Hollywood neighborhood is densely populated and highly developed. Nearly 73 percent of the residents in Hollywood have lived in their residence for less than five years, which is the highest rate of all communities within the Study Area. Hollywood also has the third highest population per square mile and has transit ridership numbers that exceed the City-wide average (LA 2009). As a result of these factors, it is likely that the Hollywood neighborhood is a neighborhood in transition and will continue to change. Much of the trend of this area has been toward higher density residential, commercial, retail and entertainment uses. The proposed project will provide increased mobility and reduced congestion for the residents of the Hollywood neighborhood. The Hollywood Community Plan (currently in draft stage) conceives the area around the proposed station as medium density mixed use, and emphasizes its use as a major transit corridor. The area is also within the Hollywood Redevelopment Plan. SCAG forecasts for the station area include 538 new jobs and 348 new housing units by the year 2035, which is far lower than forecasts for any of the other station areas. The current land uses around the station area are largely commercial (53.7%), and there are plans and policies in place to encourage high density and mixed use near transit centers. Some degree of change would be expected to occur within the community without the proposed project, as projected by SCAG’s employment and housing forecasts for the station areas. Further, the characteristics of the neighborhood described above (income, tenure, etc.) indicate that the Hollywood neighborhood will continue to change as new residents continue to move into the area and new development occurs. This transitional type of development is characteristic of the Hollywood neighborhood and therefore no impacts related to community cohesion would occur.

The Santa Monica/La Brea station would be located on Santa Monica Boulevard and extend from La Brea Avenue on the east to Formosa Avenue on the west. This station is located in the City of West Hollywood, but is adjacent to the Hollywood community. The Hollywood Community Plan includes the policies that will ultimately guide growth and development in that area and encourages increased development near transit stations. The area surrounding the proposed station site is currently developed with retail uses and would be expected to be intensified as both the Hollywood and West Hollywood plans governing the area encourage transit-oriented development. As this type of development is consistent with the goals of the neighborhood, no impacts would occur.

**5.2.6.2 West Hollywood**

Three stations would be located within the City of West Hollywood: Santa Monica/Fairfax, Santa Monica/La Brea and Santa Monica/San Vicente. Several community assets are located near the stations; however, none of these community facilities would be displaced as part of the project. As with the station areas described above, the stations would be located underground and therefore would not present a new physical barrier, but would be expected to result in an increase in pedestrian activity along the major streets (Santa Monica Boulevard, Fairfax Avenue and La Brea Avenue) and the surrounding streets. The land uses at each of the station areas follow the same general pattern of commercial and/or office uses along the major streets and residential units behind them. As the stations would be located underground, access to the community facilities would not be disrupted.

The City of West Hollywood has one of the highest population densities in the Study Area and the City of West Hollywood provides incentives such as density bonuses for mixed use development. The SCAG forecasts for the station areas are generally low when compared to the rest of the Study Area, although the City of West Hollywood plans to increase density at major intersections and along Santa Monica Boulevard.

The proposed project would be expected to accommodate planned growth within the corridor by reducing congestion and travel times throughout the region. Potential secondary effects would occur if the proposed project made the neighborhoods within the corridor attractive to new development that was out of character with the existing neighborhood. Current policies, existing land uses, and population trends indicate the City of West Hollywood and the station areas will continue as centers for commercial and residential development, although development may be limited due to a shortage of available developable land. In addition, some degree of change would be expected to occur within the community without the proposed project, as projected by SCAG's employment and housing forecasts for the station areas. Further, the policies in place encourage higher density development that is characteristic of the City currently. Thus, the proposed project would not result in a substantial change to the community, nor would community cohesion within the City of West Hollywood be adversely affected.

5.2.7 Alternative 5—Santa Monica Extension Plus West Hollywood Extension

This alternative is the combination of Alternative 3 (Santa Monica Extension), plus the West Hollywood Extension described in Alternative 4 (see descriptions above). This alternative extends from the existing Metro Purple Line Wilshire/Western Station to Santa Monica/4th in the City of Santa Monica, and from the existing Metro Red Line Hollywood/Highland Station to the Wilshire alignment just west of the Wilshire/La Cienega Station. The alignment is 17.49 miles in length.

This alternative includes the 12 stations that are part of Alternative 3, plus the five additional stations that are part of the West Hollywood Extension (described above under Alternatives 3 and 4 Stations), for a total of 17 stations. All optional stations along Alternatives 3 and 4 could be part of this alternative, for a total of six optional stations. Impacts at each of the stations would be the same as described above.

**5.2.8 MOS 1—Fairfax Station Terminus**

This alternative follows the same alignment as Alternative 1 (see description above), but terminates at the Wilshire/Fairfax Station rather than extending to the Westwood/UCLA Station. The alignment is 3.10 miles in length.

For this MOS ending at the Wilshire/Fairfax Station, a double crossover and tail tracks would be constructed west of the station and would extend west of Crescent Heights Boulevard to allow for trains to turn and travel eastward.

This alternative has three stations (i.e., the first three stations that are part of Alternative 1 as described above):

Wilshire/Crenshaw (optional)

Wilshire/La Brea

Wilshire/Fairfax

The optional stations at Wilshire/Crenshaw and Wilshire/Fairfax described above for Alternative 1 could also be used for MOS 1.

Community and neighborhood impacts under MOS 1 would be the same as those described under Alternative 1.

5.2.9 MOS 2—Century City Station Terminus

This alternative follows the same alignment as Alternative 1 (see description above), but terminates at the Century City Station on Santa Monica Boulevard rather than extending to the Westwood/UCLA Station. MOS 2 is 6.61 miles in length.

This alternative has six stations (i.e., the first six stations that are part of Alternative 1, as described above):

Wilshire/Crenshaw (optional)

Wilshire/La Brea

Wilshire/Fairfax

Wilshire/La Cienega

Wilshire/Rodeo

Century City

The optional stations at Wilshire/Crenshaw, Wilshire/Fairfax, Wilshire/La Cienega, and Century City described above for Alternative 1 could also be used for MOS 2.

Community and neighborhood impacts under MOS 2 would be the same as those described under Alternative 1.

5.2.10 Station Options

The proposed project includes 5 build options, in general, the options include locating station areas slightly east or west, or north of south of a previously described station



locations. Impacts to communities would not change as a result of a slight shift in the location of a particular station. One option (Option 1) would remove the Crenshaw Station from consideration. The removal of a station would not result in any changes to the area. Therefore, the station options would have no effect on community and neighborhood impacts. No further discussion is necessary.

5.2.11 Maintenance and Operation Facility Sites

5.2.11.1 Division 20 Maintenance Yard

This proposed site for the maintenance and operations facility is an existing vehicle maintenance facility containing several buildings, including a main building for major repair, an adjoining service and inspection building, an open building for outside blow down next to the service and inspection building. The main building contains track bays for repair and bays for wheel truing. The rest of the site contains several rows of rail tracks.

The site is mostly paved and does not contain any landscaped areas. It is located in a heavily industrial area, characterized by large blocks and large industrial buildings, and the site sits between two bridges that pass over the LA River on First and Fourth Streets.

This maintenance site is not located within the vicinity of any residences and as such there are no communities or neighborhoods that would be impacted by the proposed Division 20 Maintenance Yard. No impacts would occur.

5.2.11.2 Union Pacific Railroad—Los Angeles Transportation Center Railyard

This proposed site for the maintenance and operations facility is a portion of the larger Union Pacific Railroad Los Angeles Transportation Center Rail Yard, which comprised over 120 acres. It is surrounded by the Union Pacific Railroad Los Angeles Transportation Center Rail Yard, the Los Angeles River, and Interstate-5 Freeway.

The site is mainly concrete open space parking and circulation areas for trucks; however, one main large rectangular warehouse-type building is located along the site's western edge. The site contains and is surrounded by railroad tracks and heavy industrial uses. It is also adjacent to the Los Angeles River, which is channelized within a concrete waterway. While the Los Angeles River area is currently heavily industrialized, plans for revitalization through the recent Los Angeles River Revitalization Master Plan call for greening and open space improvements along the river and across the river to the west, toward the new State Historical Park at the Cornfields.

As with the Division 20 Maintenance Yard, the Union Pacific Railroad is located in a highly industrial area. No residences are located in the vicinity of the site that would be impacted by the proposed project. As such, no impacts would occur.

5.3 Mitigation Measures

The following mitigation measures shall be implemented to avoid, minimize or compensate for potentially significant impacts identified in Section 5.0.

- To the maximum extent feasible, develop detours for any road or sidewalk closures during construction. Post signage (in appropriate language) to alert



pedestrians and vehicles of any road or sidewalk closures or detours. Ensure pedestrian detours are accessible to seniors and disabled persons.

- Provide early notification to emergency service providers of any road closures or detours.
- Metro shall provide appropriate signage indicating accessibility to local businesses that would be disrupted during construction. In addition, Metro shall coordinate with local communities during preparation of the traffic management plans to minimize potential construction impacts to community resources and special events. Consider limiting construction activities during special events.
- Develop construction mitigation plans with community input to directly address community concerns.



6.0 CEQA DETERMINATION

According to CEQA, community and neighborhood impacts would be considered significant if the proposed project has the potential to result in a physical division of an established community.

6.1 Alternatives

6.1.1 No Build

This Draft EIS/EIR considers a No Build Alternative that includes all existing highway and transit services and facilities, and the committed highway and transit projects in the 2009 Metro Long Range Transportation Plan (LRTP) and the 2008 Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Under the No Build Alternative, no new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction, environmentally cleared and in operation by 2035 and identified in the Metro LRTP.

Under the No Build Alternative no physical improvements would be made, therefore no new physical disruptions to a community would occur. No impacts would occur.

6.1.2 Transportation System (TSM) Alternative

The TSM Alternative enhances the No Build Alternative by expanding the Metro Rapid 720 bus service operating in the Westside Transit Corridor. This alternative emphasizes more frequent service to reduce delay and enhance mobility. Although the frequency of service is already very good, service frequency is proposed to be improved between 2 and 12 minutes on selected routes.

Under the TSM Alternative no physical improvements would be made, therefore no new physical disruptions to a community would occur. No impacts would occur.

6.1.3 Alternative 1—Westwood/UCLA Extension

This alternative, the “base” alternative, extends via subway from the existing Metro Purple Line Wilshire/Western Station to Westwood/UCLA (Section 5.2.3). The alternative travels westerly from the Wilshire/Western Station, centered below Wilshire Boulevard, to the Wilshire Boulevard/Santa Monica Boulevard intersection. At this location, the alignment curves southwesterly from Wilshire Boulevard to Santa Monica Boulevard, traversing first along the northern edge of Santa Monica Boulevard, then the center, and then the southern edge of Santa Monica Boulevard to the station in Century City.

From there, the alignment begins to turn northwesterly at Century Park West, crossing under Benecia Avenue, Eastborne Avenue, and Beverly Glen Boulevard, continuing in a northwesterly angle crossing under Pandora, Kinnard, Wilkins, Ohio, Warner, Rochester, Wellworth, Thayer, Ashton, and Westholme Avenues. Just west of Westholme Avenue, the alignment turns west under Wilshire Boulevard.



The alignment continues westerly under Wilshire Boulevard, turns northwesterly at Malcolm Avenue, then westerly under Lindbrook Drive, and continues centered under Lindbrook Drive, crossing under Glendon Avenue, Westwood Boulevard, and Gayley Avenue to the Wilshire/Westwood Station under UCLA's Parking Lot 36. The alignment is 8.78 miles in length.

This alternative has seven stations. There are also five station options with this alternative.

All of the stations and track work associated with this station would be underground and would not physically divide any community. However, it is possible that construction activities would have the potential to disrupt communities by creating a temporary barrier. These impacts would be temporary and would last as long as construction occurred. As such, impacts would be less than significant.

6.1.4 Alternative 2—Westwood/VA Hospital Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Westwood/VA Hospital Station. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Westwood/VA Hospital Station (described below).

From the Westwood/UCLA Station, under UCLA Lot 36, the alignment travels westerly under Veteran Avenue, angling westward under the southern edge of Wilshire Boulevard and crossing under the property of the Federal Building in Westwood. A double crossover in a cut and cover structure is located under this property. The alignment then continues west under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the GLAVA property just east of Bonsall Avenue, terminating at this station. This alignment is 8.96 miles in length.

This alternative includes the seven stations described in Alternative 1, plus one additional station at the VA Hospital, for a total of eight stations. There is also an alternate Westwood/VA Hospital Station location north of Wilshire. In addition, the five optional stations as described for Alternative 1 could be used for this alternative, for a total of six optional stations.

All of the stations and track work associated with this station would be underground and would not create a physical division of a community. However, it is possible that construction activities would have the potential to disrupt communities by creating a temporary barrier. These impacts would be temporary and would last as long as construction occurred. As such, impacts would be less than significant.

6.1.5 Alternative 3—Santa Monica Extension

This alternative extends from the existing Metro Purple Line Wilshire/Western Station to the Wilshire/4th Station in Santa Monica. This alternative follows the same alignment as Alternative 1 (see Alternative 1 alignment description above) but extends beyond the Westwood/UCLA Station, terminating at the Santa Monica Boulevard/4th Street Station



(see description below), and the portion of the Alternative 2 alignment that extends from the Westwood/UCLA Station to the Westwood/VA Hospital Station.

From the Westwood/VA Hospital Station, the alignment travels westerly under the Army Reserve property and then under the center of Wilshire Boulevard at San Vicente Boulevard, where the alignment continues westerly under the center of Wilshire Boulevard to the City of Santa Monica, terminating at the Santa Monica Boulevard/4th Street Station between 4th and 5th Streets. The alignment is 12.38 miles in length.

This alternative includes the seven stations described in Alternative 1, plus five additional stations extending to the City of Santa Monica, for a total of 12 stations. In addition to the stations described in Alternative 1, this alternative also consists of the Westwood/VA Hospital Station (not part of Alternative 1) and the Westwood/VA Hospital Station North (Option F), described above under Alternative 2. All other optional stations could also be applied to this alternative; therefore, this alternative has six optional stations.

All of the stations and track work associated with this station would be underground and would not create a physical division of a community. However, it is possible that construction activities would have the potential to disrupt communities by creating a temporary barrier. These impacts would be temporary and would last as long as construction occurred. As such, impacts would be less than significant.

6.1.6 Alternative 4—Westwood/VA Hospital Extension Plus West Hollywood Extension

This alternative encompasses all of Alternative 1 (see Alternative 1 alignment description above), from the existing Metro Purple Line Wilshire/Western Station to Westwood/UCLA. However, it also extends the terminus by one station to the Westwood/VA Hospital Station (this portion of Alternative 4 is also the same as Alternative 2, Westwood/VA Hospital Extension) and includes an alignment that extends from the existing Metro Red Line Hollywood/Highland Station to the track connection structure at Robertson Blvd at Wilshire in Alternative 1 (see description of the West Hollywood alignment below).

The portion of this alternative that encompasses Alternative 1 follows the same alignment from Wilshire/Western to Westwood/UCLA. From the Westwood/UCLA Station, under UCLA Lot 36, the alignment travels westerly under Veteran Avenue, angling westward under the southern edge of Wilshire Boulevard once across Veteran Avenue. The alignment travels under the I-405 ramps on the eastern side of the freeway, under I-405, under ramps on the western side of the freeway, and under the VA Hospital property just east of Bonsall Avenue, terminating at this station.

In addition, this alternative includes the West Hollywood Extension, which extends from the existing Metro Red Line Hollywood/Highland Station. From a new station in this location (described below), this alignment extends southerly, centered under Highland Avenue, and continues south under Highland Avenue to just north of Fountain Avenue where the alignment curves southwest, curving under Lexington Avenue, Citrus Avenue, Mansfield Avenue, and on to Orange Drive. At Orange Drive, the alignment turns westerly under Santa Monica Boulevard.



At the intersection of Sycamore Avenue and Santa Monica Boulevard, the alignment continues westerly under the center of Santa Monica Boulevard. The alignment continues centered under Santa Monica Boulevard to just east of the Santa Monica/San Vicente Boulevard intersection. At Hancock Avenue, the alignment arcs to the north side of Santa Monica Boulevard, and then turns south at Larrabee Street, curving first under the west side of San Vicente Boulevard, then centered, then to the east side under San Vicente Boulevard to Ashcroft Avenue.

At Ashcroft Avenue, the alignment continues south under the property between Sherbourne Drive and San Vicente Boulevard, crossing under Beverly Boulevard, and is then under the western side of San Vicente Boulevard to just north of Third Street. Near Fourth Street, the alignment begins to curve under Burton Way, under the properties along the western edge of La Cienega Boulevard. At Colgate Avenue, the alignment turns southwesterly, crossing under Clifton Way, Le Doux Road, and Stanley Drive. West of Stanley Drive, the alignment curves westerly under Carson Road, Hamel Drive, and Amaz Drive, and then connects into the alignment of Alternative 1 at a track connection structure at Robertson Blvd on Wilshire. The alignment is 14.06 miles in length.

This alternative includes the seven stations described in Alternative 1, the Wilshire/VA Hospital Station, plus five additional stations for the West Hollywood extension, for a total of 13 stations. In addition to the stations described in Alternative 1, this alternative also consists of the Westwood/VA Hospital Station (not part of Alternative 1) and the alternate Westwood/VA Hospital station location north of Wilshire, both of which are described above under Alternative 2. All other optional stations could also be applied to this alternative; therefore, this alternative has six optional station locations.

All of the stations and track work associated with this station would be underground and would not create a physical division of a community. However, it is possible that construction activities would have the potential to disrupt communities by creating a temporary barrier. These impacts would be temporary and would last as long as construction occurred. As such, impacts would be less than significant.

6.1.7 Alternative 5—Santa Monica Extension Plus West Hollywood Extension

This alternative is the combination of Alternative 3 (Santa Monica Extension), plus the West Hollywood Extension described in Alternative 4 (see descriptions above). This alternative therefore extends from the existing Metro Purple Line Wilshire/Western Station to Wilshire/4th in the City of Santa Monica, and from the existing Metro Red Line Hollywood/Highland Station to the Wilshire alignment just west of the Wilshire/La Cienega Station. The alignment is 17.49 miles in length.

This alternative includes the 12 stations that are part of Alternative 3, plus the five additional stations that are part of the West Hollywood Extension (described above under Alternatives 3 and 4 Stations), for a total of 17 stations. All optional stations along Alternatives 3 and 4 could be used for this alternative, for a total of six optional station locations. There are a total of 17 stations for this alternative.

All of the stations and track work associated with this station would be underground and would not create a physical division of a community. However, it is possible that



construction activities would have the potential to disrupt communities by creating a temporary barrier. These impacts would be temporary and would last as long as construction occurred. As such, impacts would be less than significant.

6.1.8 MOS 1—Fairfax Station Terminus

This alternative follows the same alignment as Alternative 1 (see description above), but terminates at the Wilshire/Fairfax Station rather than extending to the Westwood/UCLA Station. The alignment is 3.10 miles in length.

This alternative has three stations (i.e., the first three stations that are part of Alternative 1 as described under that alternative). Impacts under MOS 1 would be the same as those under Alternative 1.

6.1.9 MOS 2—Century City Station Terminus

This alternative follows the same alignment as Alternative 1 (see description above), but terminates at the Century City Station on Santa Monica Boulevard rather than extending to the Westwood/UCLA Station. The alignment is 6.61 miles in length.

This alternative has six stations (i.e., the first six stations that are part of Alternative 1, as described above). Impacts under MOS 2 would be the same as those under Alternative 1 described above.

6.1.10 Maintenance and Operation Facility Sites

6.1.10.1 Division 20 Maintenance Yard

This proposed site for the maintenance and operations facility is an existing vehicle maintenance facility containing several buildings such as a main building for major repair, an adjoining service and inspection building, an open building for outside blow down next to the service and inspection building. The main building contains track bays for repair and bays for wheel truing. The rest of the site contains several rows of rail tracks.

The proposed site is mostly paved and does not contain any landscaped areas. It is in a heavily industrial area, characterized by large blocks and large industrial buildings, and the site sits between two bridges that pass over the LA River on First and Fourth Streets.

The Division 20 Maintenance Yard is located in a highly industrial area. No residences are located in the vicinity of the site, therefore no communities or neighborhoods would be impacted by the proposed project. As such, no impacts would occur.

6.1.10.2 Union Pacific Railroad—Los Angeles Transportation Center Railyard

This proposed site for the maintenance and operations facility is a portion of the larger Union Pacific Railroad Los Angeles Transportation Center Rail Yard, which is over 120 acres. It is surrounded by the Union Pacific Railroad Los Angeles Transportation Center Rail Yard, the Los Angeles River, and I-5.

The site is mainly concrete open space parking and circulation areas for trucks; however, one main large rectangular warehouse-type building is located along the site's western



edge. The site contains and is surrounded by railroad tracks and heavy industrial uses. It is also adjacent to the LA River, which is channelized within a concrete waterway. While the LA River area is currently heavily industrialized, plans for revitalization through the recent LA River Revitalization Master Plan call for greening and open space improvements along the river and across the river to the west, toward the new State Historical Park at the Cornfields.

As with the Division 20 Maintenance Yard, the Union Pacific Railroad Railyard is located in a highly industrial area. No residences are located in the vicinity of the site that would be impacted by the proposed project. As such, no impacts would occur.

6.2 Impacts Remaining After Mitigation

No mitigation measures are required; impacts would be less than significant.



7.0 REFERENCES

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