

CHAPTER 4—ENVIRONMENTAL ANALYSIS, CONSEQUENCES, AND MITIGATION

This chapter of the Draft EIS/EIR discusses the environmental analysis, consequences, and mitigation for the Westside Subway Extension alternatives. The analysis is based on Federal and State requirements as well as Federal and State guidelines. The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require the evaluation of potential effects of proposed government actions on the environment. The U.S. Department of Transportation (USDOT), through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), has adopted regulations to implement NEPA. The Project is described in Chapter 2, Alternatives Considered.

4.1 Land Use

This section examines the affected environment and potential impacts of the Project related to land use and development. Major transit projects can result in changes to the layout of the area and land uses of local communities. As new development results in changes to land use patterns, the character of an area can be affected and adverse physical effects to the environment could occur. As part of the National Environmental Policy Act (NEPA) process, Metro has coordinated with local planning agencies and conducted public outreach to determine the scope of potential effects that the proposed alternatives may have on land use and development within the Study Area. For additional information and references, see the *Westside Subway Extension Project Land Use Technical Report*.

4.1.1 Regulatory Setting

Land use regulations are articulated in both regional and local plans. The Southern California Association of Governments (SCAG) defines regional planning principles for the corridor and local municipalities define land uses for specific areas of the corridor.

SCAG serves as the Metropolitan Planning Organization (MPO) for the region. The SCAG *Regional Transportation Plan* (RTP) (SCAG 2008a) and the *Regional Comprehensive Plan and Guide* (RCPG) (SCAG 2008b) are tools used for identifying the transportation priorities of the Southern California region. The policies and goals of the RTP and RCPG focus on the need to coordinate land use and transportation decisions to manage travel demand within the region. The seven most relevant SCAG regional policies are as follows:

- Growth Management Policies
- Growth Management Policies to Improve the Regional Standard of Living
- Growth Management Policies to Improve the Regional Quality of Life
- Growth Management Policies Related to Social, Political, and Cultural Equity
- Regional Transportation Plan
- Air Quality Core Actions
- Open Space Ancillary Goals

In addition to SCAG land use policies and goals, local jurisdictions have unique sets of policies to guide future land use development. The Study Area includes five local jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and portions of unincorporated Los Angeles County. Figure 4-1 illustrates the location of the various jurisdictions and Los Angeles planning areas within the Study Area, and Table 4-1 briefly summarizes relevant land use policies for each of these five jurisdictions (refer to the *Westside Subway Extension Project Land Use Technical Report* for more detail). These local policies can be grouped into six primary land use goals and policies:

- Reduce automobile use
- Increase the intensity of development and growth along the transit corridor
- Provide opportunities for joint development and cooperation
- Enhance regional connectivity
- Minimize environmental impacts
- Maximize ridership through design and location

These policies are important to understand in order to determine whether the Project complies with applicable local land use policies.

4.1.2 Affected Environment/Existing Conditions

The Westside Study Corridor can be characterized as a dense urban environment with some of the highest employment and population densities in Los Angeles County. Existing land uses within the Study Area are varied and include a combination of residential, commercial, transportation and utilities, industrial, and public/institutional uses. Each proposed station location along the Westside Extension has a different character and a unique set of existing land use conditions.

Figure 4-2 through Figure 4-6 show the distribution of land use types within the Study Area and Figure 4-7 illustrates existing land use within one-quarter mile around each proposed station location. The primary land uses in the Study Area are residential, the majority of which are single-family residential. In contrast, the predominant land use at most station areas is multi-family residential, particularly at Wilshire/La Brea, Wilshire/Bundy, Wilshire/16th, Wilshire/4th, Santa Monica/Fairfax, and Santa Monica/San Vicente station areas.

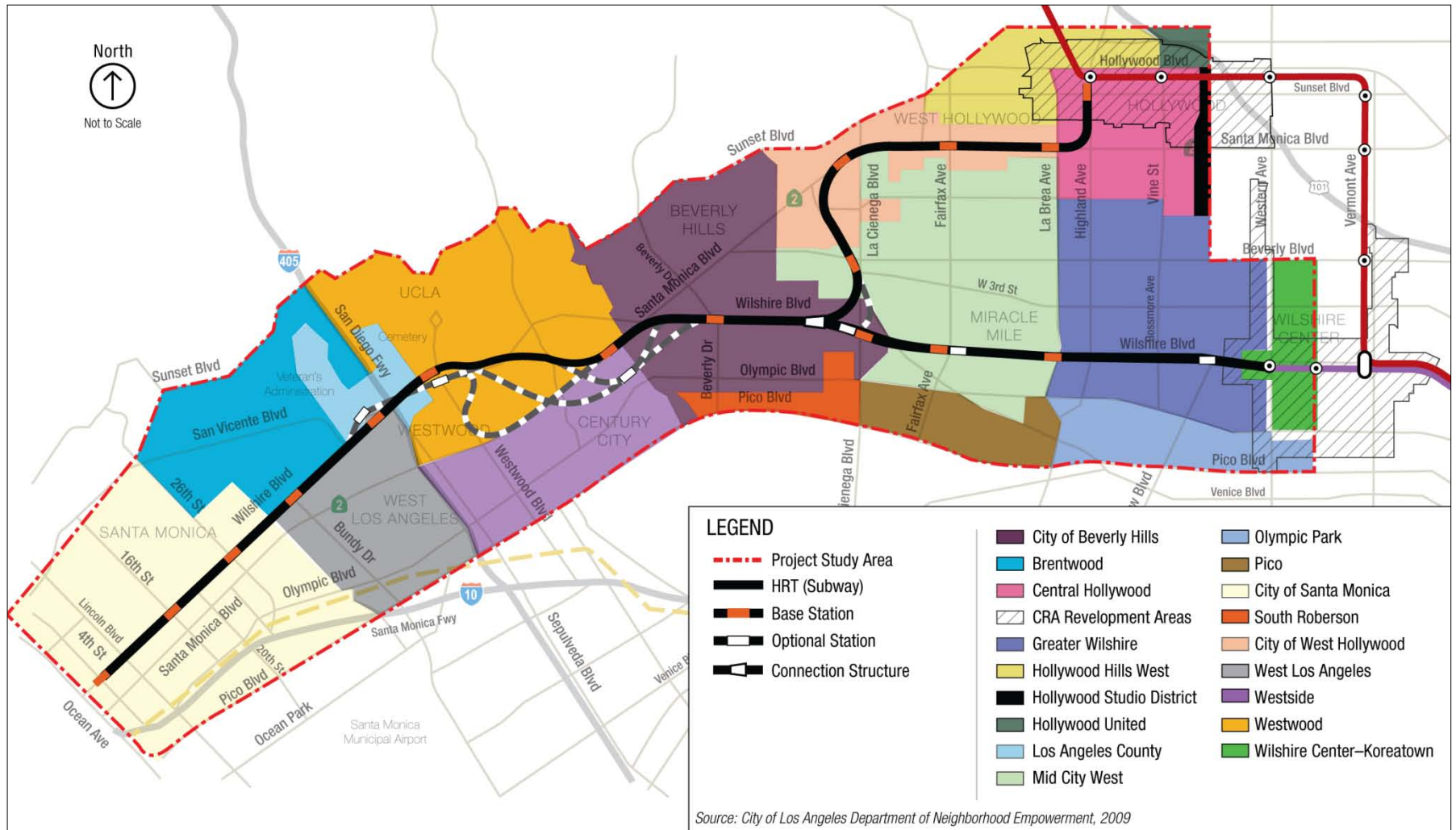


Figure 4-1. Jurisdiction and Planning Areas

Table 4-1. Relevant Local Land Use Policies

Jurisdiction	Land Use Policy	Summary of Relevant Land Use Policy Objectives and Goals
City of Los Angeles	Land Use/Transportation Policy	<ul style="list-style-type: none"> Focus future growth of the City around transit stations Increase land use intensity in transit station areas, where appropriate Create a pedestrian oriented environment in the context of an enhanced urban environment Accommodate mixed-use (commercial/residential) development
	Residential/Accessory Services Zones and Density Bonus Ordinance	<ul style="list-style-type: none"> Density bonuses are provided for residential development projects that are located near transit stops leading to the increased development potential of transit corridors.
	Citywide General Plan Framework	<ul style="list-style-type: none"> The <i>Framework's</i> land use and transportation policies encourage development in “targeted growth areas” by allowing transit-oriented development and calling for streamlined transportation analysis and mitigation procedures. The <i>Framework's</i> land use policies identify transportation corridors and stations as the primary focal point of the City’s development and establish the Wilshire Corridor as a priority corridor set to commence high-capacity transit service and develop programs to foster transit ridership along the corridor.
	General Plan’s Transportation Element	<ul style="list-style-type: none"> Establish high capacity transit service post-2010, and develop programs to foster transit ridership along the Wilshire Corridor (Wilshire/Western to I-405, serving Century City and Westwood) Continue transit restructuring studies and other inter-agency efforts to reduce the cost and enhance the effectiveness of transit service, and improve coordination with adjoining jurisdictions in implementation of feasible measures as recommended in the transit restructuring studies; and give full consideration to establish separate transit zones Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance speed, quality, and safety of transit service
	General Plan’s Land Use Element	<ul style="list-style-type: none"> Each Community Plan includes goals, objectives, and policies regarding the appropriate land uses that would support a public transit system that improves mobility with convenient alternatives to automobile travel, fostering of transportation demand strategies, the development of non- motorized transportation options, and the coordination of activities with other jurisdictions. The Study Area includes the following Community Plan Areas: Brentwood-Pacific Palisades, Westwood, West Los Angeles, Hollywood, and Wilshire Community Plan Areas
	Specific Plans	<ul style="list-style-type: none"> A Specific Plan effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area The Study Area includes the following Specific Plans: Park Mile, West Los Angeles Transportation Improvement and Mitigation, Wilshire-Westwood Scenic Corridor, and Century City North Specific Plans
	Redevelopment Plans	<ul style="list-style-type: none"> The principle goal of a Redevelopment Plan is to guide an agency’s redevelopment efforts to eliminate blighting influences. The Study Area includes the following: CRA/LA Hollywood Redevelopment Project and CRA/LA Wilshire Center-Koreatown Redevelopment Project
Multi-Jurisdictional	Westside Cities Multimodal Mobility Study	<ul style="list-style-type: none"> Aims to identify multimodal mobile interface opportunities for the Westside Cities, which includes but is not limited to developing transportation networks, maximizing transit efficiency, balancing the use of public right-of-way, and linking facilities and coordinating services. The Westside Cities includes the Cities of Beverly Hills, Culver City, Santa Monica, and West Hollywood

Chapter 4—Environmental Analysis, Consequences, and Mitigation

Table 4-1. Relevant Local Land Use Policies (continued)

Jurisdiction	Land Use Policy	Summary of Relevant Land Use Policy Objectives and Goals
West Hollywood	City of West Hollywood General Plan	<ul style="list-style-type: none"> ▪ Encourages use of public transportation and minimizes use of automobiles, and collaborates with regional transit agencies, including Southern California Regional Transit District (SCRTD), to explore the development of fixed-route service
Beverly Hills	City of Beverly Hills General Plan	<ul style="list-style-type: none"> ▪ Collaborate with local transit agencies to promote mass transit ridership through careful planning of routes. Support the extension of the Metro subway extension along Wilshire Boulevard through the City with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the City and West Los Angeles ▪ Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, connectivity resulting in increased ridership and fewer personal automobile trips ▪ Support increased frequency transit service and capital investment to serve high-density employment, commercial, residential, or mixed-use areas and activity centers ▪ Prioritize growth and accommodate the highest development densities in proximity to major transit corridors and rail transit stations as developed in the future and allow the greatest development on properties in proximity of public transit stops, stations, and corridors
Santa Monica	City of Santa Monica General Plan	<ul style="list-style-type: none"> ▪ The City shall work with transit providers to pursue direct transit connections for Santa Monica residents to regional destinations and shall support a future Westside subway extension as a desirable project, with the City's first priority for completing of the Exposition Light Rail line to downtown Santa Monica ▪ The City shall support transit-oriented development patterns and uses that are known to generate a high level of transit ridership and shall design incentives to focus development in locations best served by transit
Los Angeles County	County of Los Angeles General Plan	<ul style="list-style-type: none"> ▪ Promote the development of an improved public transportation system to link regional centers and support urban revitalization ▪ Promote a more concentrated urban pattern, focus new development in suitable locations, and focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities ▪ Encourage the location of medium and high density housing in close proximity to regional multipurpose centers and promote and develop transit oriented districts along major transit corridors ▪ Expand inter-jurisdictional cooperation to ensure a seamless, inter-modal, and multi-modal regional transportation system.

Commercial land uses comprise approximately 10 percent of the total Study Area and are concentrated along major roadways, such as Wilshire, La Cienega, and Santa Monica Boulevards and Fairfax Avenue. Commercial land uses predominate at the Wilshire/Rodeo, Century City, Hollywood/Highland, and Beverly Center Stations. The employment centers surrounding the stations at Wilshire/Rodeo, Century City, Westwood/UCLA, and Westwood/VA create a “second downtown” of Los Angeles, which would be comparable to the seventh largest downtown in the United States because of the high number of jobs. The Westwood/UCLA and Westwood/VA Hospital Stations are surrounded primarily by institutional land uses. The Westwood/UCLA Station is also located near Westwood Village, which is a large commercial center.

The existing vacant and parking lot parcels are an important consideration in determining the potential impact the Project would have on adjacent and surrounding land uses as these parcels are more likely to be developed in the future. The proportion of vacant/parking lot parcels is greatest at the Hollywood/Highland and Santa Monica/La Brea station areas. However, the Westwood/UCLA Off-Street Station would be located within a developable parking lot. Although these areas would have the most land available for development, these are not necessarily the stations that would experience the most growth. Wilshire/Fairfax and Westwood/UCLA, as described above, are projected to experience a greater increase in new employment and housing units and, as such, would result in increased pressure for redevelopment around those stations. The redevelopment around the Wilshire/Fairfax and Westwood/UCLA stations would likely include the replacement of existing low-density uses with higher-density commercial and residential land uses.

SCAG housing and employment projections indicate that additional development will occur within the Westside Corridor, whether or not the Project is implemented. According to SCAG growth projections, the Westside Corridor is forecast for an increase of 155,812 housing units and 285,143 new jobs between 2010 and 2035. A substantial portion of these housing units and new jobs are expected to be located close to the Project's proposed station locations, as illustrated in Figure . The highest population growth is expected to occur around the Wilshire/Fairfax, Wilshire/Rodeo, and Wilshire/Bundy station locations. The greatest employment growth is expected to occur around the Wilshire/Fairfax, Westwood/UCLA, and Wilshire/Rodeo station locations.



Figure 4-2. Land Use (Wilshire/Crenshaw Station to Wilshire La Brea Station)

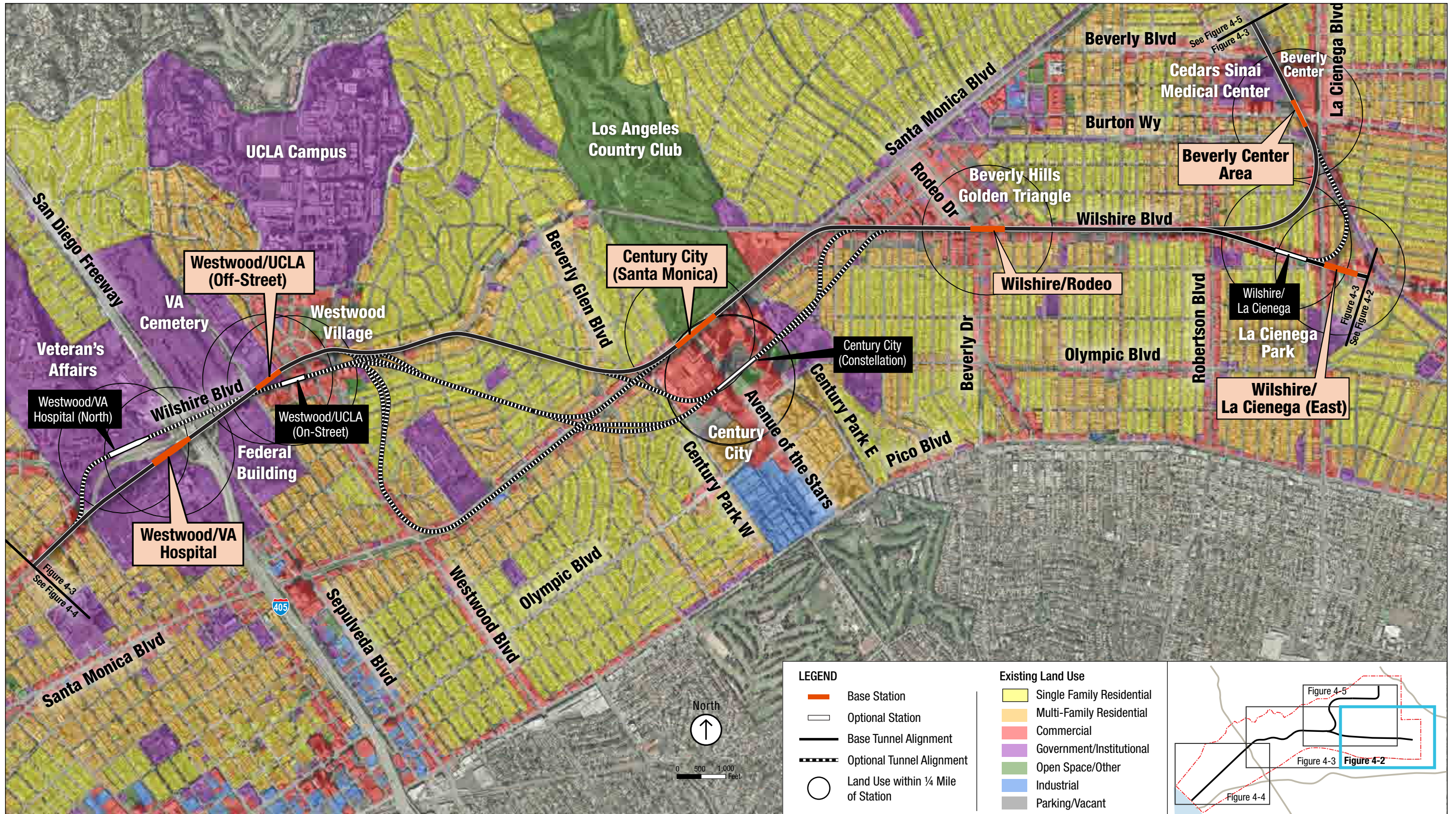


Figure 4-3. Land Use (Beverly Center Area Station and Wilshire/La Cienega Station to Westwood/VA Station)

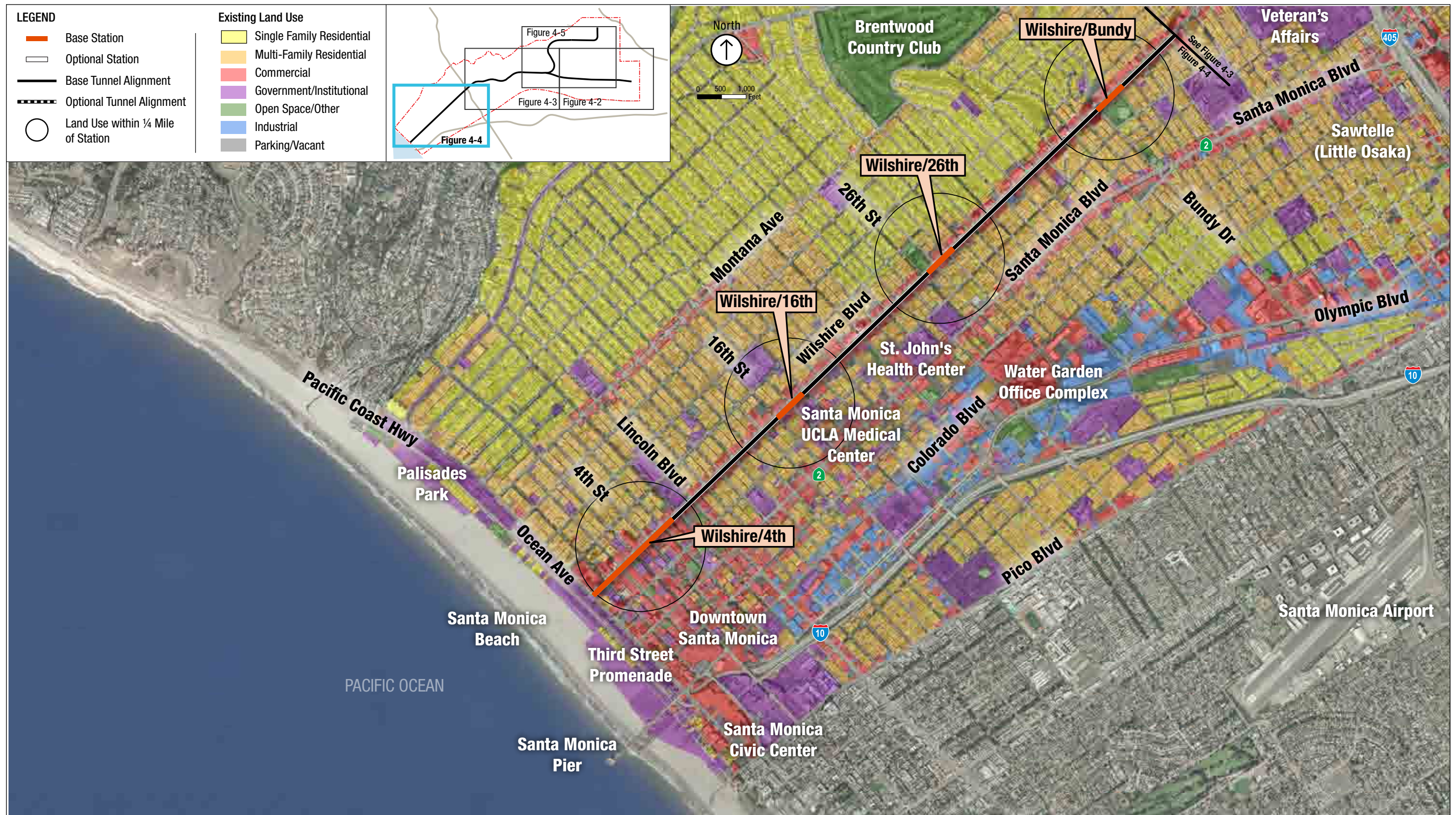


Figure 4-4. Land Use (Wilshire/Bundy Station to Wilshire/4th Station)

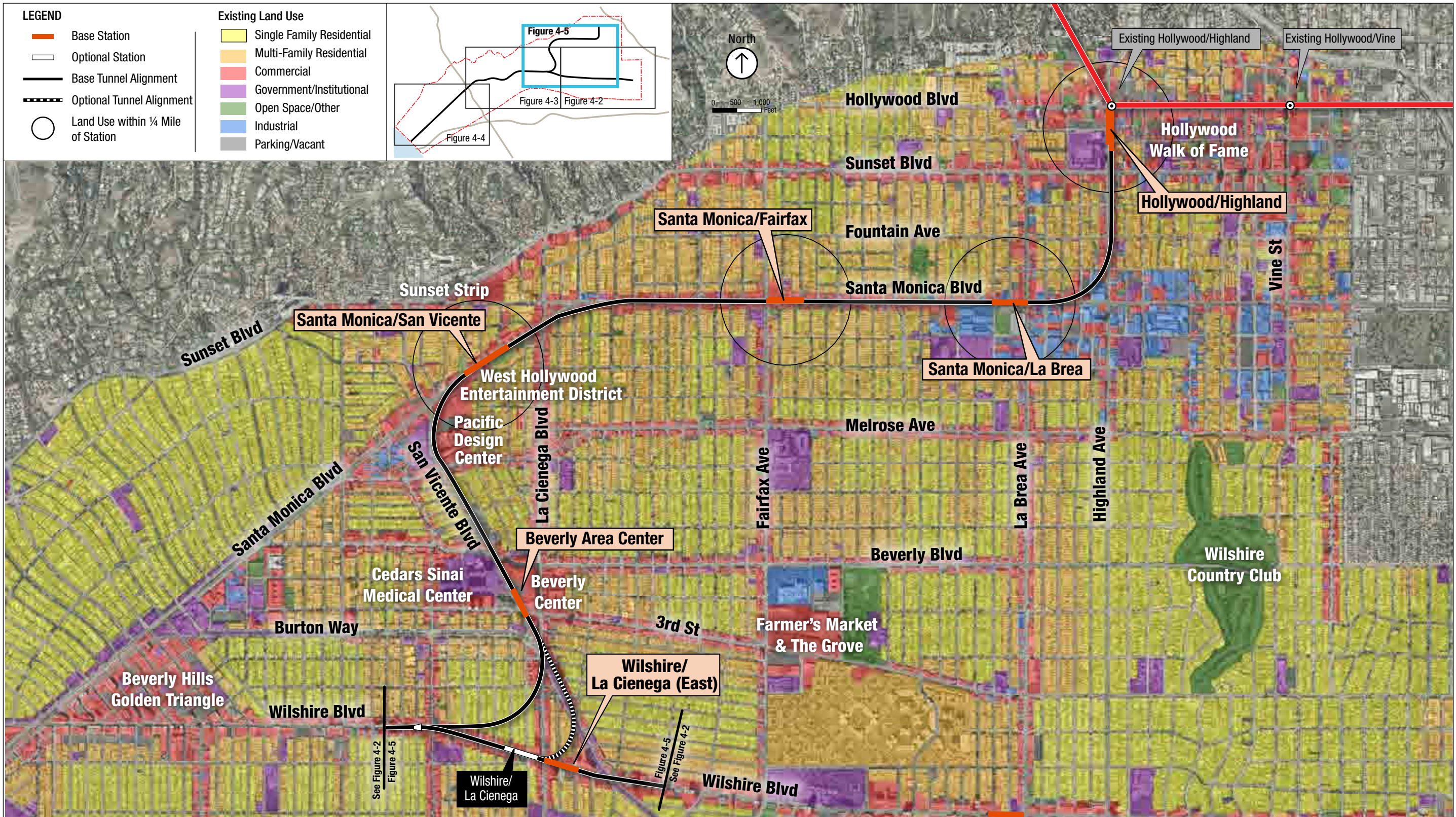


Figure 4-5. Land Use (Hollywood/Highland Station to Santa Monica/San Vicente Station)

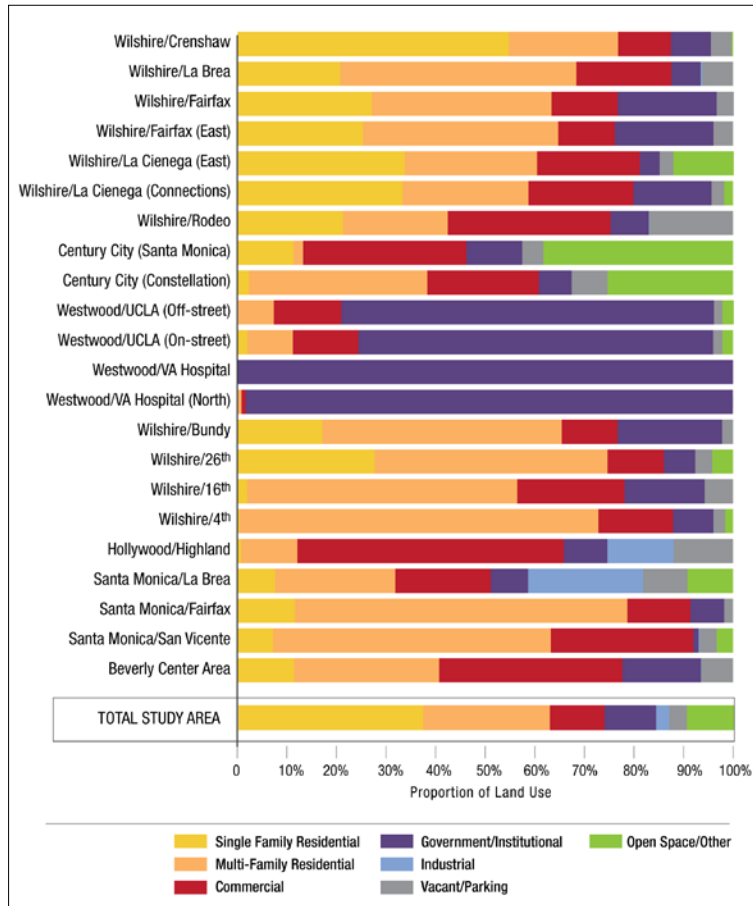


Figure 4-6. Existing Land Use Distribution—One-quarter Mile from Stations

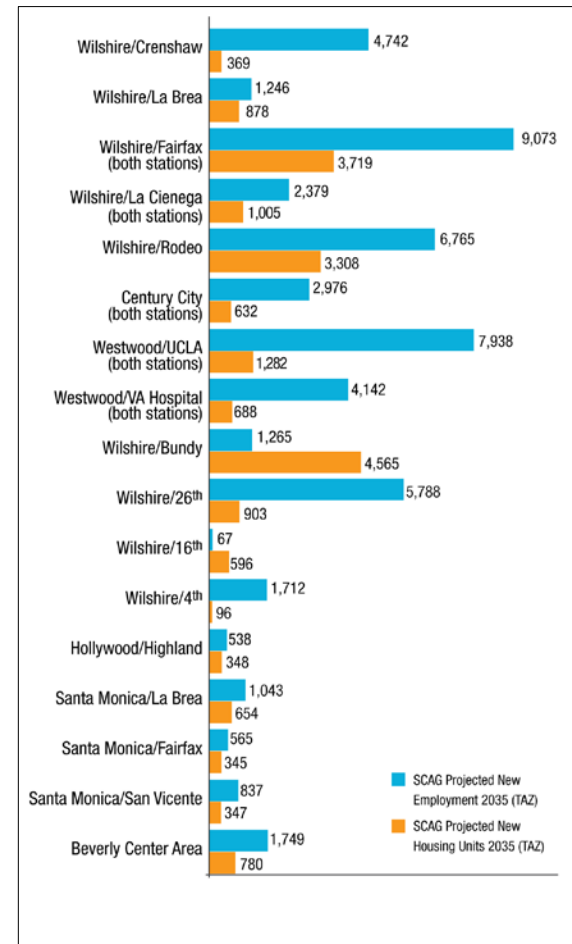


Figure 4-7. Development Opportunities—SCAG-Projected New Employment and New Housing Units (2035) within One-quarter Mile of Station Locations

4.1.3 Environmental Impacts/Environmental Consequences

This section describes the anticipated effects of the No Build, TSM, and Build Alternatives (Alternatives 1 through 5, the six options, MOS 1 and MOS 2 and the maintenance facilities) on existing land uses, as well as their compatibility with existing plans, policies, and guidelines. The potential adverse effects are identified based on the status of regional and local planning efforts at this time and on currently available information.

In addition to affecting regional land use and development, the Project could adversely affect local land use and development if it would result in the following:

- Conflict with regional land use policies
- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with the compatibility of surrounding land uses or adversely affect the development of surrounding land uses within the project area.

Table 4-2 provides an overview of the anticipated impacts to land use as described in the following sections. Potential adverse effects may occur under the No Build and TSM Alternatives with regards to conflicts with applicable land use plans.

Table 4-2. Summary of Impacts to Land Use

Alternative	Regional Land Use and Development	Division of an Established Community	Conflict with Applicable Land Use Plans	Incompatibility with Adjacent or Surrounding Land Uses	Proposed Mitigation
No Build	None	None	Potential Adverse Effects	None	None
TSM	None	None	Potential Adverse Effects	None	None
Build	None	None	None	None	None

Regional Land Use and Development

The No Build, TSM, and Build Alternatives would be consistent with SCAG regional policies and therefore would not result in adverse effects associated with regional land use development.

The Build Alternatives could indirectly affect development within the Study Area. These potential indirect impacts are discussed in more detail in the “Adjacent or Surrounding Land Uses” section.

The extent to which the Build Alternatives would result in a redistribution of projected regional growth would depend on market conditions and supportive public policies. The Build Alternatives, when considered as part of Metro’s LRTP, would play an important role in expanding regional transportation choices and in improving regional quality of life and overall mobility.

Regional Land Use Goals and Policies

- ✓ Growth management policies
- ✓ Growth management policies to improve the regional standard of living
- ✓ Growth management policies to improve the regional quality of life
- ✓ Growth management policies related to social, political, and cultural equity
- ✓ Regional transportation plan
- ✓ Air quality core actions
- ✓ Open space goals

Division of an Established Community

The No Build, TSM, and Build Alternatives would adhere to local plans and zoning ordinances, would not introduce any physical barriers, and would not be likely to alter or divide the existing community. Thus, no adverse effects related to the division of an established community would result.

Planned development and redevelopment near station portals would adhere to local zoning ordinances and would not likely introduce barriers that would alter or divide the existing community. Furthermore, the addition of stations in existing neighborhoods such as Wilshire/Fairfax, Wilshire/Rodeo and Wilshire/Westwood would be expected to enhance community cohesion by encouraging increased pedestrian activity by community members. In many areas, Wilshire Boulevard (and in some parts of the alignment I-405) acts as an existing barrier between communities. The proposed project would not exacerbate this situation and with stations and adjacent station area development would be anticipated to enhance pedestrian circulation patterns and connectivity to maximize ridership, resulting in a more unified community.

Applicable Land Use Policies

Local land use policies and goals for jurisdictions in the Study Area would not be met under the No Build or TSM Alternatives. The goals, described in Table 4-1, would not be achieved. Thus, potential adverse effects related to consistency with applicable policies would result for the No Build and TSM Alternatives.

In contrast, the Build Alternatives would be consistent with the goals and policies of the applicable jurisdictions along the alignment. The Build Alternatives would reduce automobile usage, provide opportunities for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize ridership. Therefore, the Build Alternatives would be consistent with applicable local land use policies, and no adverse effects would result.

Adjacent or Surrounding Land Uses

Under the No Build and TSM Alternatives, development patterns would continue according to local jurisdictions' plans. As such, no

adverse effects associated with local land use would result under the No Build Alternative.

Additionally, the Build Alternatives would not result in adverse direct or indirect effects associated with land use compatibility. The proposed stations under the Build Alternatives are located in areas with existing bus transit service and therefore would not

Local Land Use Goals and Policies

- ✓ Reduce automobile use
- ✓ Increase the intensity of development and growth along the transit corridor
- ✓ Provide opportunities for joint development and cooperation
- ✓ Enhance regional connectivity
- ✓ Minimize environmental impacts
- ✓ Maximize ridership through design and location



introduce a new land use type into the area. Station portals located in or adjacent to open plazas will be integrated into current and future developments.

The development of these stations and the forecasted growth in the area may indirectly provide an opportunity for transit-oriented development (TOD). As shown in Figure 4-6, SCAG forecasts substantial growth for 2035 at many stations. The highest growth is projected to occur near the Wilshire/Fairfax, Wilshire/Rodeo, Westwood/UCLA and Wilshire/Bundy stations.

Transit-Oriented Development (TOD) is generally compact, medium- to high-density development near transit facilities and high-quality walking environments. Experience gained from existing Metro projects, such as the Metro 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 in accommodating regional growth while limiting VMT/auto use.

Initial development opportunities would likely be concentrated at currently existing vacant parcels and parking lots. In addition to existing vacant parcels and parking lots, Metro would acquire several parcels during construction of the Project for the storage of equipment and materials and other construction-related activities (refer to Section 4.2, Socioeconomics – Acquisition and Displacement of Existing Uses). Because the acquired parcels would be Metro-owned and adjacent to station areas, they would create

additional opportunities for TOD. Metro’s role in the ownership of these parcels would be limited to that of a property owner and the parcels would be subject to the land use controls of local jurisdictions. Figure 4-7 shows which station locations have the highest proportion of vacant parcels and parking lots that could be developable in the future.

Since the corridor is located in an already dense urban area, further opportunity for development would result from the redevelopment of lower-density uses. The redevelopment of existing uses would be constrained by the level of existing development and the stringency of land use controls, such as density requirements and limits on the number of vehicle trips generated by buildings within the planning areas. Figure 4-8 illustrates the level of existing development at each station location based on the estimated building square footage. More highly developed areas, such as Westwood, Century City, and Downtown Santa Monica, have limits to how much further development could occur. Figure 4-9 summarizes the existing land use controls at each station location. Areas with strict land use regulations, such as Wilshire/Crenshaw and Westwood/VA Hospital, would also provide less opportunity for future development.

Considering all of these factors (number of vacant parcels, lower levels of existing development, and least restrictive land use controls) as well as SCAG growth forecasts for 2035, the areas with the highest potential for development are at the Wilshire/La Brea, Wilshire/Fairfax, Hollywood/Highland, and Santa Monica/La Brea station locations.

The applicable local jurisdictions would coordinate with each other and Metro to implement policies during station area planning to address the development pressure of accommodating potential growth. Any TOD that could occur as a result of the Project is anticipated to be consistent with current growth projections and would not significantly alter the composition and character of existing land uses. Therefore, the Build Alternatives would not result in adverse indirect effects associated with land use compatibility.

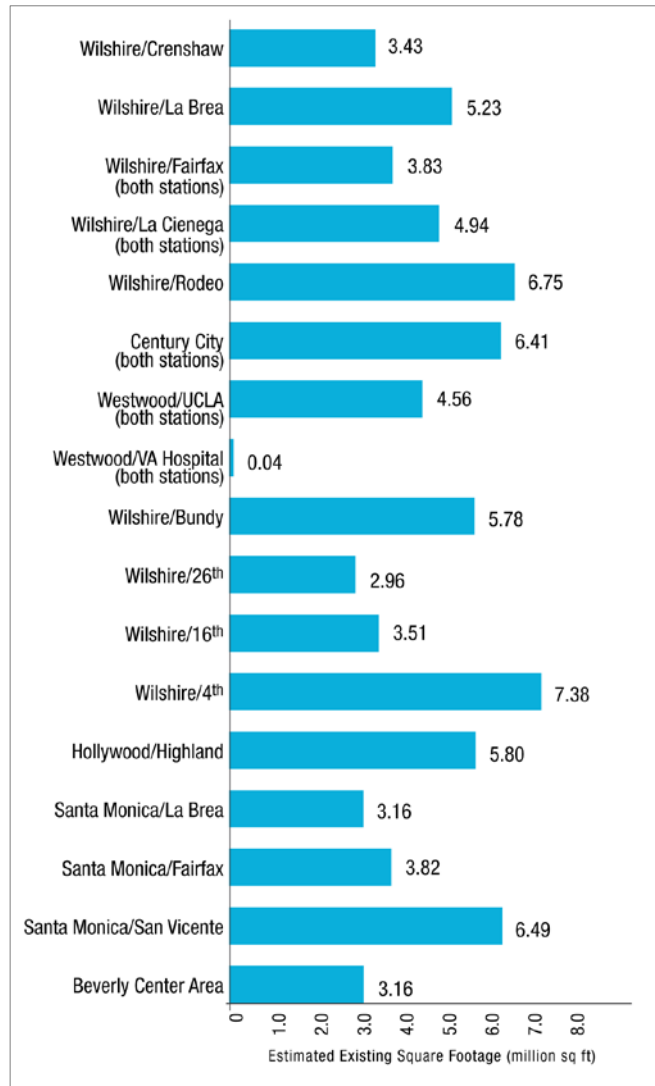


Figure 4-8. Existing Level of Development at Each Station Location—One-quarter Mile from Stations

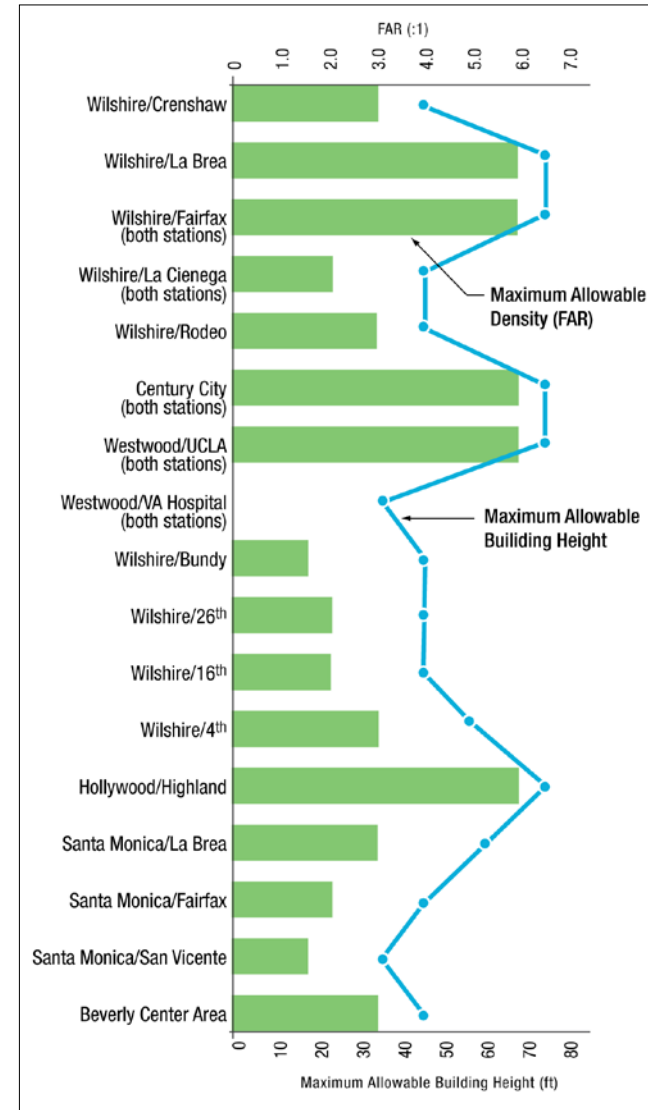


Figure 4-9. Existing Land Use Controls at Each Station Location



4.1.4 Mitigation Measures

The No Build and TSM Alternatives would conflict with applicable land use plans and policies, but no mitigation is planned. The Build Alternatives would not result in adverse effects related to land use, and no mitigation measures are necessary.

4.1.5 California Environmental Quality Act Determination

According to the California Environmental Quality Act (CEQA), land use impacts would be considered significant if the Project could result in the following:

- Physical division of an established community
- Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project
- Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use

These criteria were used to evaluate land use impacts for the Build Alternatives. As described previously, the Build Alternatives would not result in the physical division of an established community, would be consistent with applicable local and regional adopted plans and policies, and would be compatible with surrounding land uses. Therefore, the Build Alternatives would not result in a significant land use impact.

4.2 Socioeconomic Characteristics

4.2.1 Affected Environment/Existing Conditions

This section describes the socioeconomic characteristics of the Study Area, including population, housing and households characteristics, employment, fiscal and economic characteristics, and environmental justice considerations (along with a description of neighborhood areas).

Population

In 2006, the population of the Study Area was 504,000, about 5 percent of Los Angeles County's population. According to the 2035 population projected by SCAG, there will be 554,000 people in the Study Area, a growth of 10 percent over 2006. The population density in the Study Area is among the highest in the metropolitan region, averaging approximately 13,100 persons per square mile. According to SCAG's forecasts, population density in the Study Area will increase to over 14,000 persons per square mile by 2035. Figure 4-10 illustrates the population densities across the Study Area. The highest population densities within the Study Area are in the Koreatown, Hollywood, West Hollywood, Olympic Park, and South Robertson communities.

The Study Area is a racially and ethnically diverse population with 38 percent of the population identified as a racial or ethnic minority. As indicated in Figure 4-11 and Figure 4-12, the largest group is White (56 percent) followed by Hispanic or Latino (18.5 percent) and Asian (15.1 percent). In both Los Angeles County and the Study Area, Hispanics/Latinos comprise the largest minority group. Compared to Los Angeles County, which has a population that is 71 percent minority, the Study Area has a higher proportion of Whites and Asians, and a lower proportion of Hispanics/Latinos and African-Americans.

Within the Study Area, persons over the age of five with Limited English Proficiency (LEP) comprise about 12 percent of the population. In comparison, the total for the County is 27 percent (and, of this percentage, 71 percent speak only Spanish).

Figure 4-13 illustrates the population breakdown by age within the Study Area. The percentage of elderly (age 65 and older) is 13 percent of the total Study Area population, compared to 11 percent for the total Los Angeles County population. Within the Study Area, children and adults up to 44 years old comprise the majority of the population (67 percent). Compared to Los Angeles County, children comprise a smaller proportion of the Study Area population.

Housing and Household Characteristics

The Study Area has a higher proportion of renters than Los Angeles County (75 percent versus 52 percent) and, therefore, also has a lower proportion of owner-occupied housing units. As illustrated in Figure 4-14 and Figure 4-15, a greater proportion of rental units are single-person households than owner-occupied units. Half of the rental units in the Study Area are single-person households and nearly 80 percent of rental units are either one or two person households.

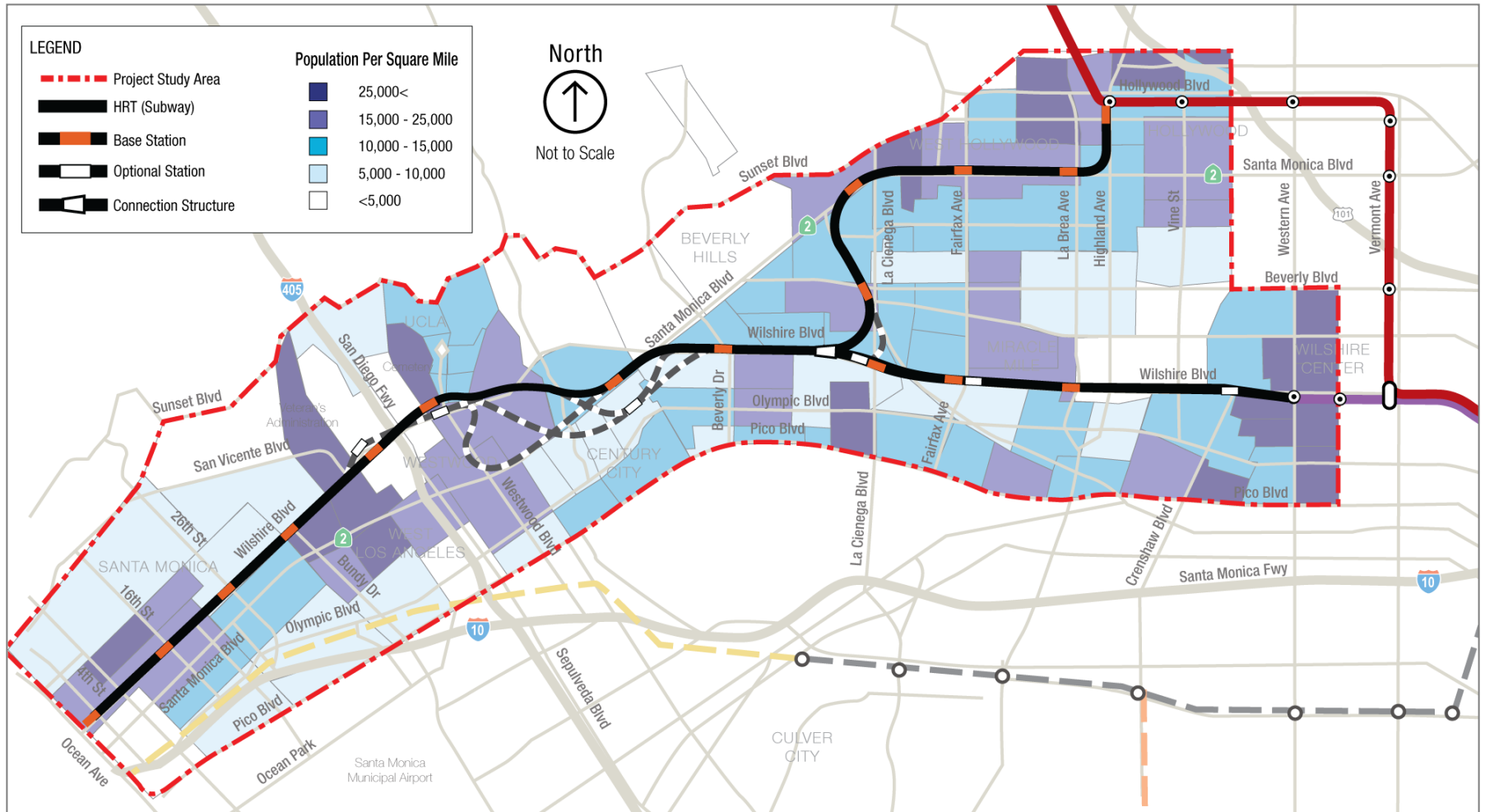


Figure 4-10. Study Area Population Density (2006)

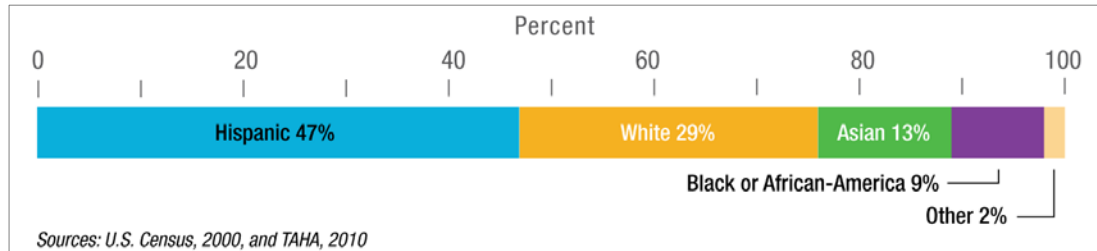


Figure 4-11. Racial and Ethnic Distribution of Population within Los Angeles County

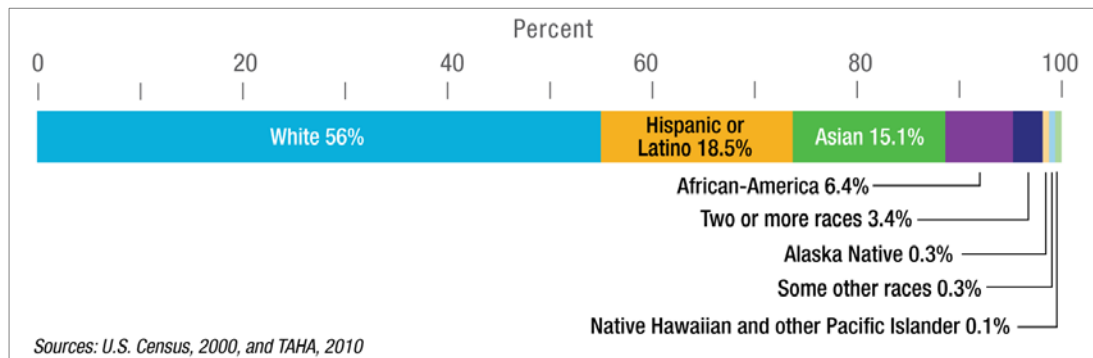


Figure 4-12. Racial and Ethnic Distribution of Population within Study Area

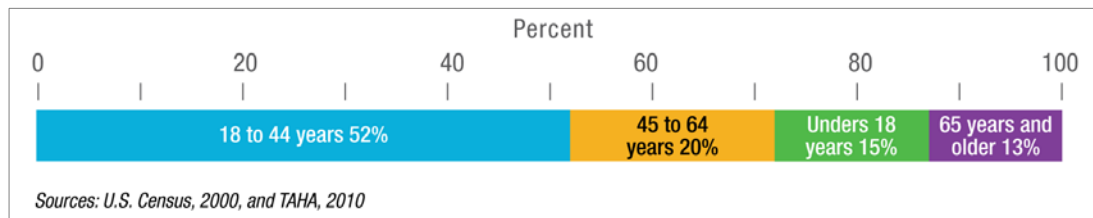


Figure 4-13. Age Distribution within Study Area

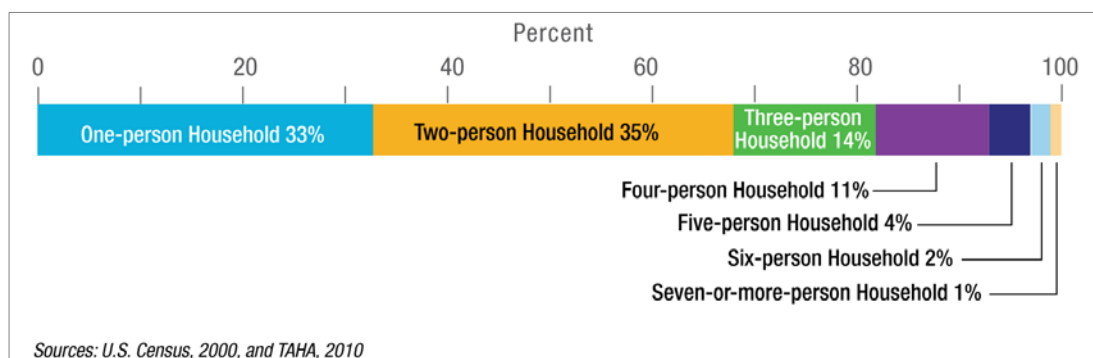


Figure 4-14. Study Area Owner-Occupied Housing Units—Distribution of Household Sizes

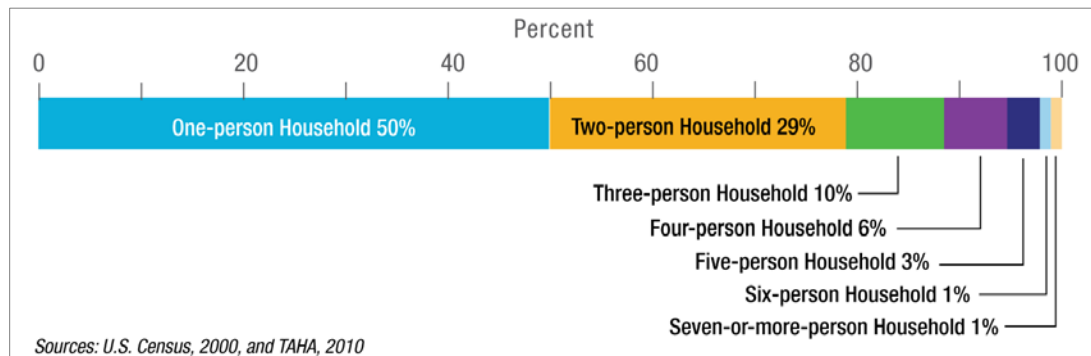


Figure 4-15. Study Area Renter-Occupied Housing Units—Distribution of Household Sizes

Employment

As of September 2009, the unemployment rate within the Study Area is 9.5 percent, less than the 11.5 percent unemployment rate of Los Angeles County. Of the cities within the Study Area, the City of Los Angeles has the highest unemployment rate at 12.7 percent, while the City of Beverly Hills has the lowest unemployment rate at 8 percent.

The Study Area contains 10 percent of all employment in Los Angeles County and 6 percent of all employment in the larger Los Angeles metropolitan area with 479,000 jobs in 2006. Furthermore, the density of employment in the Study Area is among the highest in the metropolitan region, averaging approximately 12,500 jobs per square mile, which is about 11 times that of Los Angeles County. While the employment density is lower than that of Downtown Los Angeles, it is much higher than that of Long Beach and Pasadena. The Koreatown, Beverly Hills, Century City, and UCLA/Westwood areas have the highest density of jobs. Within these areas, the greatest employment densities in the Study Area are found along the Wilshire and Santa Monica Boulevard corridors. Figure 4-16 illustrates employment densities within the Study Area.

The total number of jobs in the Study Area is projected to grow by 12 percent by 2035. This anticipated employment growth rate is higher than the rate of forecasted population growth for the Study Area population during the same period.

Fiscal and Economic Characteristics

Income Levels

The median household income within the Study Area (\$56,849) is slightly higher than the median household income of Los Angeles County (\$55,192). However, the Study Area also has a slightly higher percentage of residents with incomes below the poverty level (17 percent) than Los Angeles County (15 percent). The City of Beverly Hills has the highest median household income (\$88,014) while the City of Los Angeles has the lowest median household income (\$48,610). The City of Beverly Hills also has the lowest proportion of the population with incomes below the poverty line (6 percent), while the City of Los Angeles has the greatest proportion of the population with incomes below the poverty line (19 percent).¹

¹ Source: U.S. Census Bureau, 2000 and 2006-2008; Bureau of Labor Statistics, 2009.

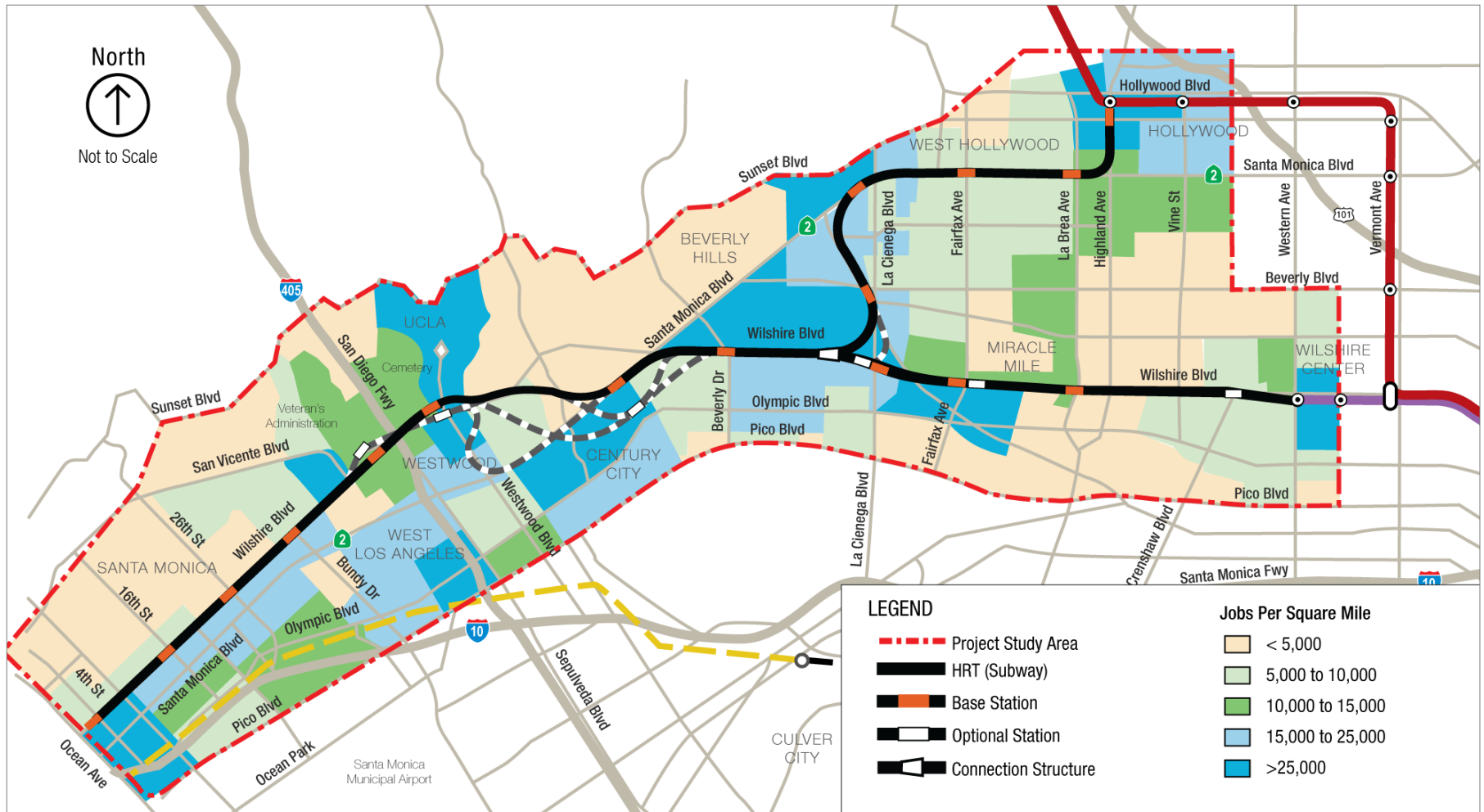
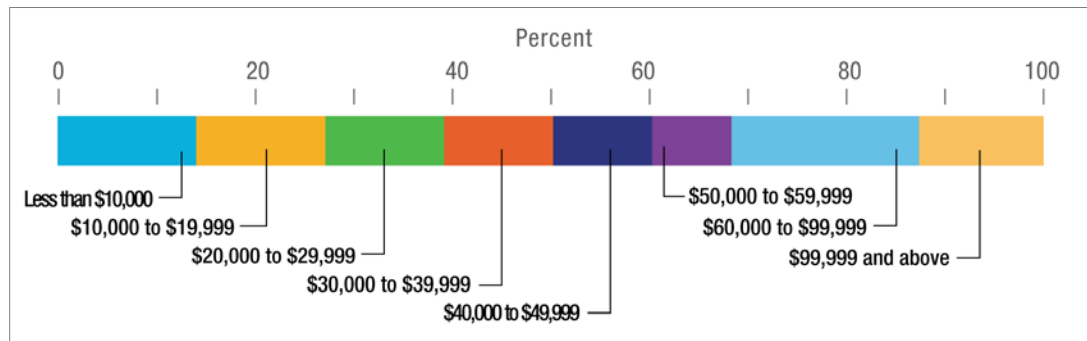


Figure 4-16. Study Area Employment Densities (2006)

For those who reside within the Study Area, household incomes are fairly evenly distributed; nearly the same percentage of households within the Study Area earn less than \$10,000 (13%) as earn more than \$100,000 (12.2 percent). In comparison, 10 percent of Los Angeles County earns less than \$10,000, and 15 percent earns more than \$100,000. In addition, 60 percent of households within the Study Area earn less than \$50,000, compared to 57 percent of Los Angeles County. Figure 4-17 summarizes the distribution of household incomes within the Study Area.



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

Figure 4-17. Distribution of Annual Household Income within Study Area—2000

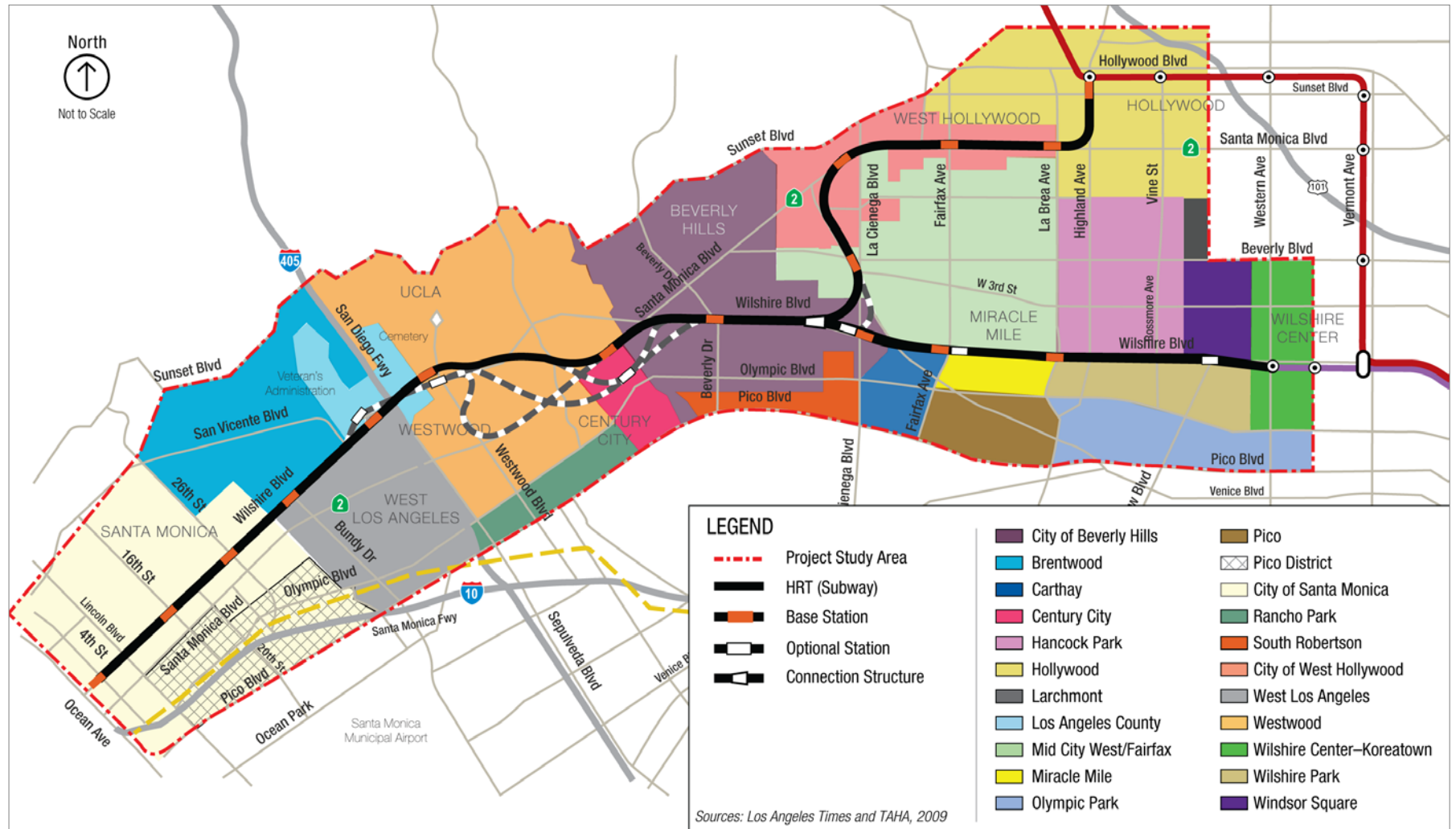
Within the Study Area, household incomes are more divergent geographically. The communities of Wilshire Center/Koreatown, Olympic Park, Hollywood, and Westwood have the highest proportion of residents with incomes below the poverty line, while Larchmont, Brentwood, Hancock Park, and Rancho Park have the lowest proportion of residents with incomes below the poverty line.

Communities and Neighborhoods

The following section describes the 21 communities and neighborhoods in the Study Area (Figure 4-18). A more detailed discussion of each community and neighborhood, including community assets, can be found in the *Westside Community and Neighborhood Impacts Technical Report* as well as the *Westside Environmental Justice Technical Report*.

Wilshire Center/Koreatown

The starting point for the extension of the subway begins at the existing Wilshire/Western Station in the Wilshire Center/Koreatown neighborhood. 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 and medium to high density condominium residential uses.



Source: U.S. Census Bureau, 2000 and 2006–2008.

Figure 4-18. Study Area Communities and Neighborhoods



The Wilshire Center/Koreatown neighborhood has a population of approximately 55,115 persons, with a population density of 42,609 residents per square mile, the highest of all study corridor communities. 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. Consequently, approximately 30 percent of the households live below the poverty level and approximately 92 percent of Wilshire Center/Koreatown's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 44 percent of the total population). The percentage of Limited English Proficiency (LEP) persons in Wilshire Center/Koreatown is 37 percent and the percentage of elderly is 7 percent of the total population.

Olympic Park

The Olympic Park neighborhood is located south of Wilshire Center/Koreatown and Wilshire Park, and the proposed alignment does not pass directly through this community. It is one of the most densely populated neighborhoods in the Study Area. Olympic Park has a population of approximately 26,565 persons with a population density of 22,137 persons per square mile. Approximately 23 percent of households in Olympic Park live below the poverty level and approximately 92 percent of Olympic Park's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 48 percent of the total population, Asians with 27 percent, and Blacks or African Americans at 15 percent). The percentage of LEP persons over the age of five in Olympic Park is 29 percent.

Wilshire Park

Wilshire Park is located directly west of the Wilshire Center/Koreatown community and 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 includes older single-family residences and condominiums. The proposed Wilshire/Crenshaw Station would be located on the northern boundary of the Wilshire Park community.

Wilshire Park has a population of approximately 15,272 persons with a population density of 3,359 persons per square mile. Approximately 20 percent of the households in Wilshire Park live below the poverty level and approximately 84 percent of Wilshire Park's population is characterized as minority, with the largest minority population being Asian (approximately 40 percent of the total population). The percentage of LEP persons in Wilshire Park is 24 percent and the percentage of elderly is 12 percent of the total population.

Windsor Square

The proposed Wilshire/Crenshaw Station would also be located on the southern boundary of the Windsor Square neighborhood, 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 office and low and medium density residential uses.

Windsor Square has a population of approximately 14,275 persons with a population density of 4,216 persons per square mile. Approximately 8 percent of the households in Windsor Square live below the poverty level and approximately 54 percent of Windsor Square's population is characterized as minority, with the largest minority population being Asian. The percentage of LEP in Windsor Square is 15 percent and the percentage of elderly is 11 percent of the total population. Windsor Square 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).

Larchmont

Located north of Windsor Square, the Larchmont neighborhood serves as a commercial center for the surrounding residential communities. Larchmont has a population of approximately 470 persons with a population density of 4,660 persons per square mile. Approximately 3 percent of the households Larchmont live below the poverty level and approximately 57 percent of Larchmont's population is characterized as minority, with the largest minority population being Asian (approximately 37 percent of the total population). The percentage of LEP population in Larchmont is 5 percent and the percentage of elderly is 14 percent of the total population.

Hancock Park

To the west of Larchmont and Windsor Square, the Hancock Park neighborhood is comprised of office uses along Wilshire Boulevard and single family residential uses (including numerous historic homes) located behind commercial frontages. 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. Hancock Park is one of the least dense neighborhoods in the Study Area. The Wilshire/La Brea Station would be located on the southwest corner of the neighborhood.

Hancock Park has a population of approximately 11,350 persons with a population density of 740 persons per square mile. Approximately 7 percent of the households in Hancock Park live below the poverty level and approximately 26 percent of Hancock Park's population is characterized as minority, with the largest minority population being Asian (approximately 11 percent of the total population). The percentage of LEP population in Hancock Park is 5 percent and the percentage of elderly is 14 percent of the total population.

Pico

The Pico community is located west of the Olympic Park neighborhood, along the southern boundary of the Study Area, and 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 proposed alignment would not pass directly through the Pico community.

The Pico community has a population of approximately 12,547 persons with a population density of 3,585 persons per square mile. Approximately 14 percent of the households in Pico community live below the poverty level and approximately 76 percent of Pico's population is characterized as minority, with the largest minority population being African-American (approximately 48 percent of the total population).



The percentage of LEP persons in the Los Angeles Pico District is 4 percent and the percentage of elderly is 12 percent of the total population.

Miracle Mile

Just north of the Pico community is the Miracle Mile neighborhood, which 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 Miracle Mile neighborhood includes commercial and medium to high density residential uses. The proposed Wilshire/La Brea and Wilshire/Fairfax Stations are located in the Miracle Mile. Miracle Mile has a population of approximately 6,415 persons with a population density of 16,040 persons per square mile. Approximately 8 percent of the households in Miracle Mile live below the poverty level and approximately 51 percent of Miracle Mile's population is characterized as minority, with the largest minority population being African American (approximately 18 percent of the total population). The percentage of LEP persons in Miracle Mile is 5 percent and the percentage of elderly is 12 percent of the total population.

Mid City West/Fairfax District

Mid City West/Fairfax District is one of the largest neighborhoods in the study corridor and 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. Additionally, the proposed Beverly Center Area Station is located on the western edge of the Mid City West/Fairfax District community.

Mid City West/Fairfax has a population of approximately 47,630 persons with a population density of 14,099 persons per square mile. Approximately 12 percent of the households in Mid City West/Fairfax live below the poverty level and approximately 25 percent of Mid City West/Fairfax's population is characterized as minority, with the largest minority population being Asian (approximately 10 percent of the total population). The percentage of LEP population in Mid City West/Fairfax is 6 percent and the percentage of elderly is 16 percent of the total population.

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 proposed Wilshire/Fairfax Station would be located in the northeast corner of this community.

Carthay has a population of approximately 5,300 persons with a population density of 1,825 persons per square mile. Approximately 12 percent of the households in Carthay live below the poverty level and approximately 38 percent of Carthay's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 18 percent of the total population). The percentage of LEP population in Carthay is 8 percent and the percentage of elderly is 13 percent of the total population.

South Robertson

To the west of Carthay and to the south of the City of Beverly Hills is the South Robertson community. 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. The proposed alignment does not pass directly through the South Robertson community. South Robertson includes low-density single-family housing, condominium and apartment buildings, and a strip of high-end retail along the north end of Robertson Boulevard.

South Robertson has a population of approximately 12,560 persons with a population density of 27,697 persons per square mile. Approximately 13 percent of the households in South Robertson live below the poverty level and approximately 23 percent of South Robertson's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 6 percent of the total population). The percentage of LEP persons in South Robertson is 9 percent and the percentage of elderly is 19 percent of the total population. The neighborhood also has a large Jewish population as is evidenced by the approximately 30 synagogues within the area.

City of Beverly Hills

The proposed Wilshire/La Cienega and Wilshire/Rodeo Stations would be 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.

As of 2008, the City of Beverly Hills had a population of approximately 34,500 persons and approximately 16,000 housing units. With an area of 5.7 square miles, the population density of the City of Beverly Hills is 6,043 persons per square mile. Approximately 6 percent of the households in the City of Beverly Hills live below the poverty level and the median household income in 2008 dollars was \$88,014. Approximately 15 percent of the City of Beverly Hills' population is characterized as minority, with the largest minority population being Asian (approximately 8 percent of the total population). The percentage of LEP persons over the age of five in the City of Beverly Hills is 17 percent. Farsi-speakers make up a substantial percentage (19 percent in 2000²) of the LEP population in the City of Beverly Hills. The percentage of elderly (age 65 and older) in the City of Beverly Hills is 19 percent of the total population, which is higher than the County. The City of Beverly Hills had an unemployment rate of 8.6 percent as of February 2010 (U.S. Bureau of Labor Statistics, February 2010).

²U.S. 2000 Census is used for this statistic as it is the most recent data set that provides this level of detail.



Century City

Directly west of Beverly Hills is the employment center of Century City. Either of the proposed Century City Station locations would be within 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 numerous high-rise office buildings and serves as an important commercial and residential center. Several medium- to high-density residential areas are located beyond the high-rise commercial frontages. Although Century City includes a relatively small population of just over 3,550 residents, the daytime population is estimated to be 48,343 and is one of the densest areas in Los Angeles County. With an area of 0.4 square miles, the population density of Century City is 8,870 persons per square mile. Approximately 9 percent of the households in Century City live below the poverty level and approximately 15 percent of Century City's population is characterized as minority, with the largest minority population being Asian (approximately 8 percent of the total population). The percentage of LEP population in Century City is 2 percent and the percentage of elderly is 40 percent of the total population.

Rancho Park

The Rancho Park neighborhood lies west of Century City and south of Westwood and is generally bounded by Olympic Boulevard on the north, Santa Monica Freeway (I-10) on the south, Century Park West on the east and San Diego Freeway (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 ¼ mile of this neighborhood and the proposed alignment does not pass directly through this community.

Rancho Park has a population of approximately 7,220 persons with a population density of 12,032 persons per square mile. Approximately 7 percent of the households in Rancho Park live below the poverty level and approximately 19 percent of Rancho Park's population is characterized as minority, with the largest minority population being Asian (approximately 9 percent of the total population). The percentage of LEP persons in Rancho Park is 2 percent and the percentage of elderly is 28 percent of the total population.

Westwood

Westwood is one of the largest neighborhoods in the Study Area. The Westwood/UCLA Station would be located within Westwood. Westwood is home to the University of California, Los Angeles (UCLA). 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 I-405 between Olympic and Wilshire boulevards, and Veteran Avenue between Wilshire and Sunset Boulevards. The neighborhood 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 to the proximity of UCLA, the Westwood neighborhood includes a

large student population; it is comprised primarily of White and Asian residents. Community assets near to the Wilshire/Westwood Station include UCLA.

Westwood has a population of approximately 58,475 persons. With an area of 4.6 square miles, the population density of Westwood is 12,771 persons per square mile. Approximately 22 percent of the households in Westwood live below the poverty level. However, this data is largely reflective of the student population at the University of California, Los Angeles. Approximately 35 percent of Westwood's population is characterized as minority, with the largest minority population being Asian (approximately 21 percent of the total population). In fact, Westwood is comprised primarily of White and Asian residents. The percentage of LEP persons in Westwood is 4 percent and the percentage of elderly is 12 percent of the total population.

Los Angeles County—Veteran's Administration Westwood Campus

The Veteran's Administration Westwood Campus is located in unincorporated Los Angeles County. This area includes the Veterans Affairs (VA) hospital building (VA Greater Los Angeles Healthcare System) south of Wilshire Boulevard. The proposed Westwood/VA Hospital Station would be located in this area. The Los Angeles National Cemetery, 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. Westwood Park is a community adjacent to the Wilshire/VA Hospital station.

VA Hospital had a population of approximately 670 persons with a population density of 740 persons per square mile, which is one of the least dense communities in the Study Area. Approximately 54 percent of the households in the VA Hospital area live below the poverty level.

West Los Angeles

A portion of the proposed alignment extends through the northeast West Los Angeles. West Los Angeles is generally bounded by Federal on the east, I-10 on the south, the Santa Monica city line on the west, and Wilshire Boulevard on the north. The Wilshire/Bundy Station would be located on the northern edge of this neighborhood. The Sawtelle neighborhood within West Los Angeles includes a commercial corridor of predominantly Japanese businesses and restaurants along Sawtelle Boulevard. No specific community facilities are located immediately adjacent to the proposed stations in this neighborhood.

West Los Angeles has a population of approximately 28,475 persons with a population density of 15,819 persons per square mile. Approximately 18 percent of the households in West Los Angeles live below the poverty level and approximately 50 percent of West Los Angeles's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 22 percent of the total population). The percentage of LEP persons in West Los Angeles is 12 percent and the percentage of elderly is 10 percent of the total population.

Brentwood

To the north of West Los Angeles, Brentwood is also one of the largest neighborhoods in Los Angeles as it extends into the hills above the city. It is generally bounded by Wilshire



Boulevard on the south, the San Diego Freeway/Sepulveda Boulevard on the east, Pacific Palisades and the City of Santa Monica on the west, and Mulholland Drive on the north. The Wilshire/Bundy Station would be located on the southern boundary of Brentwood.

Brentwood 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 residences, while the southern area is a mix of single-family and multi-family condominium and apartments. South of San Vicente Boulevard, the neighborhood includes mostly multi-family residences.

Brentwood has a population of approximately 19,500 persons with a population density of 9,287 persons per square mile. Approximately 7 percent of the households in Brentwood live below the poverty level and approximately 16 percent of Brentwood's population is characterized as minority, with the largest minority population being Asian (approximately 6 percent of the total population). The LEP population in Brentwood is 2 percent and the percentage of elderly is 14 percent of the total population. Because Brentwood does not contain significant proportions of minority, low-income, LEP, and elderly populations, it would not be considered a community of environmental justice concern.

City of Santa Monica

The City of Santa Monica is surrounded by the City of Los Angeles on three sides and Santa Monica Bay/Pacific Ocean on the west. Santa Monica is comprised of several neighborhoods, including Downtown, Wilshire/Montana, and Mid-City, each with a distinct character and a mix of housing, shopping, dining, and entertainment options. The Wilshire/26th Street, Wilshire/16th Street, and Wilshire/4th Street stations would be located in the City of Santa Monica along Wilshire Boulevard.

As of 2008, the City of Santa Monica has a population of approximately 87,700 persons and approximately 49,600 housing units. With an area of 15.9 square miles, the population density of the City of Santa Monica is 5,513 persons per square mile. Approximately 11 percent of the households in the City of Santa Monica live below the poverty level and the median household income in 2008 dollars was \$67,581. Approximately 28 percent of the City of Santa Monica's population is characterized as minority, with the largest minority population being Hispanic (approximately 12 percent of the total population). The percentage of LEP persons over the age of five in the City of Santa Monica is 5 percent (and, of this percentage, 34 percent speak only Spanish). The percentage of elderly (age 65 and older) in the City of Santa Monica is 15 percent of the total population. The City of Santa Monica had an unemployment rate of 10.2 percent as of February 2010 (U.S. Bureau of Labor Statistics, February 2010).

Pico District (Santa Monica)

Santa Monica's Pico District is in the southern portion of Santa Monica. The Pico District is generally bounded by Lincoln Boulevard on the west, Centinala Avenue on the east, Colorado Avenue on the north and Pico Boulevard to the south. The proposed alignment does not pass directly through the Pico District. The Santa Monica Pico District has a population of approximately 13,270 persons with a population density of

the 8,846 persons per square mile. Approximately 18 percent of the households in the Santa Monica Pico District live below the poverty level and approximately 63 percent of the Pico District's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 39 percent of the total population). The percentage of LEP persons in the Santa Monica Pico District is 11 percent and the percentage of elderly is 10 percent of the total population.

Hollywood

Hollywood is located in the northeast portion of the Study Area in the City of Los Angeles and is one of the largest neighborhoods in the Study Area. Two existing transit stations are 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 City of West Hollywood on the west, and Franklin Avenue on the north. Hollywood historically has 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. Most recently, new high-density mixed-use developments, loft conversions, and high-end restaurants and hotels have contributed to revitalization of the neighborhood.

Hollywood has a population of approximately 51,190 persons with a population density of 21,328 persons per square mile. Approximately 22 percent of the households in Hollywood live below the poverty level and approximately 50 percent of Hollywood's population is characterized as minority, with the largest minority population being Hispanic or Latino (approximately 34 percent of the total population). The percentage of LEP population in Hollywood is 18 percent and the percentage of elderly is 10 percent of the total population.

City of West Hollywood

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 neighborhood. Although the City was not incorporated until 1984, the area has a long history based on a thriving music and club scene at its famed Sunset Strip, and as a center for its lesbian-gay-bisexual-transgender and Russian Jewish communities. The proposed Santa Monica/La Brea, Santa Monica/Fairfax, and Santa Monica/San Vicente Stations would be located within West Hollywood.

As of 2008, the City of West Hollywood had a population of approximately 36,000 persons and approximately 24,000 housing units. With an area of 1.9 square miles, the population density of the City of West Hollywood is 18,950 persons per square mile, the highest in Los Angeles County. Approximately 12 percent of the households in the City of West Hollywood live below the poverty level and the median household income in 2008 dollars was \$53,122, which is slightly below the County average. Approximately 24 percent of the City of West Hollywood's population is characterized as minority, with the largest minority population being Hispanic (approximately 13 percent of the total population). The percentage of LEP persons over the age of five in the City of West Hollywood is 19 percent. Russian-speakers make up a substantial percentage (17 percent



in 2000³) of the LEP population in the City of West Hollywood. Persons of Russian-descent represent 12 percent of the population of the City of West Hollywood.⁴

The percentage of elderly (age 65 and older) in the City of West Hollywood is 17 percent of the total population, which is higher than the County. As of February 2010, the City of West Hollywood had an unemployment rate of 10.3 percent (U.S. Bureau of Labor Statistics, February 2010).

The distribution of minorities within the Study Area is illustrated in Figure 4-19.

Table 4-3 summarizes the demographic and socioeconomic information for each of the seven identified EJ communities

4.2.2 Acquisition and Displacement of Existing Uses

This section addresses the effects of land ownership and leasing agreements that would change due to the Project. Although the Project maximizes the use of publicly owned rights-of-way, this analysis discusses the Project's impacts to persons and businesses with leases on Metro-owned property along the corridor and to privately owned properties. For additional information and references, see Appendix C, Acquisitions, and the *Westside Subway Extension Real Estate and Acquisitions Technical Report*.

Regulatory Framework

Federal

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a Federal agency or with Federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

Where acquisition and relocation are unavoidable, owners of private property have Federal constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the "fair market value" of the property taken.

³U.S. 2000 Census is used for this statistic as it is the most recent data set that provides this level of detail.

⁴City of West Hollywood website, www.weho.org, accessed November 2009.

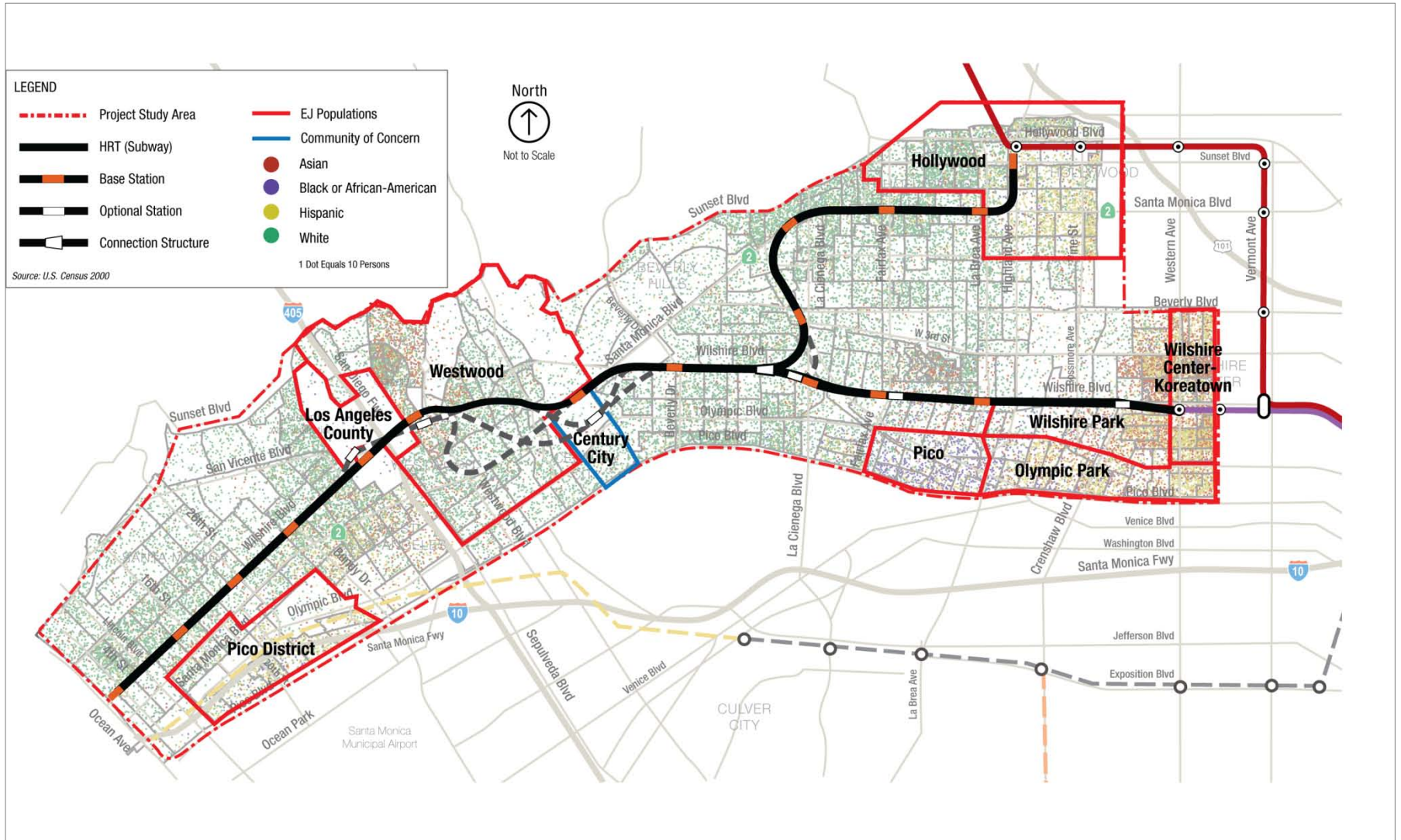


Figure 4-19. Minority Population Distribution

Table 4-3. Demographic and Socioeconomic Information for Study Area Communities

Community of EJ Concern	Percent Minority	Median Household Income ¹	Percent Population Living Below Poverty Level ²	Percent Linguistically Isolated Population Over 5 Years Old ³	Percent Elderly Population of Total Population (Ages 65 and Over)
City of Los Angeles	71%	\$48,610	19%	31%	10%
Brentwood District	15.7%	\$88,263	6.5%	1.9%	14.4%
Carthay District	37.9%	\$54,112	12.4%	7.8%	13.2%
Century City District+	14.8%	\$93,353	8.7%	2.3%	40.4%
Hancock Park District	26.2%	\$90,246	7%	4.6%	14.1%
Hollywood District*	50.2%	\$26,699	22.4%	18.1%	9.9%
Larchmont District	57.3%	\$86,442	3.2%	4.7%	13.5%
Mid City West/Fairfax District	24.9%	\$49,726	11.5%	6.0%	16.2%
Miracle Mile District	50.8%	\$46,538	8.4%	4.9%	12.1%
Olympic Park*	92.4%	\$33,306	23.3%	28.5%	10.8%
Pico District*	76.0%	\$41,816	13.7%	3.6%	12.2%
Rancho Park District	19.4%	\$74,859	7.1%	2.4%	27.6%
South Robertson District	22.9%	\$49,294	12.8%	8.5%	18.5%
West Los Angeles District	50.1%	\$40,748	18.2%	12.0%	10.0%
Westwood District*	34.9%	\$66,356	22.4%	3.6%	12.4%
Wilshire Center/Koreatown*	92.3%	\$25,603	29.9%	36.8%	6.5%
Wilshire Park*	84.0%	\$44,647	20.2%	24.4%	12.4%
Windsor Square District	54%	\$73,954	8%	15%	11%
City of Beverly Hills	15%	\$88,014	6%	17%	17%
City of Beverly Hills within Study Area	18.7%	\$97,726	9.5%	5.9%	17.4%
City of Santa Monica	28%	\$67,581	11%	10%	15%
City of Santa Monica within Study Area	29.3%	\$67,540	11.2%	4.9%	15.3%
Pico District, Santa Monica*	63.1%	\$36,728	17.8%	10.6%	10.5%
City of West Hollywood	24%	\$53,122	12%	19%	17%
City of West Hollywood within Study Area	18.8%	\$41,550	11.5%	10.5%	16.9%
County of Los Angeles	71%	\$55,192	15%	27%	11%
County of Los Angeles— Veteran's Administration Westwood Campus*	54.4%	\$42,391	53.7%	0.8%	18.5%
Overall Study Area	38%	\$56,849	17%	12%	13%

Source: U.S. Census Bureau, 2000

*Environmental Justice Population

+Community of Concern

¹ Median income was determined by averaging the median income of Census Block Groups that were one-quarter mile away from each station area.

² Poverty status is based upon 2008 U.S. Census Poverty Thresholds.

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³ A person that is linguistically isolated would have some difficulty speaking English. Persons counted as linguistically isolated are those over the age of 5 who speak a non-English language at home and falls into the Census English speaking ability categories of “Speak English Not Well” or “Speak English Not At All.”

State of California

The provisions of the California Relocation Act (California Act) apply if a public entity undertakes a project for which Federal funds are not present. In this case, the public entity must provide relocation assistance and benefits. The California Act, which is consistent with the intent and guidelines of the Uniform Act, seeks to achieve the following:

- Ensure the consistent and fair treatment of owners and occupants of real property
- Encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts
- Promote confidence in the public land acquisitions

As stated above, under Federal regulations, owners of private property have similar State constitutional guarantees regarding property acquisitions, damages, and just compensation.

Methodology

To assess the types of potential displacement due to any of the Build Alternatives, conceptual engineering plans for the proposed alignments, station options, staging areas, and rights-of-way were reviewed.

When an acquisition occurs, it typically results in either a partial or full take of a parcel. A partial take would occur if a portion of the parcel is necessary to accommodate the project. A full take would occur under two circumstances: (1) when the majority of the property is required for the horizontal alignment because of insufficient right-of-way or the need to construct storage or maintenance facilities, and (2) when a severe loss of access reduces the useful operation of the property.

An easement is the right to use another person's land for a stated purpose. An easement can involve a general or specific portion of the property and can be either at the surface level or beneath the property. Easements can be temporary, during construction for example, or permanent. Temporary construction easements are used when there is a need to use a portion of a property for construction staging or equipment use. Permanent underground easements are used when tunneling for a subway and during its operation. For this Project, properties located above subway tunnels within a 10-foot vertical buffer from the exterior tunnel wall would require a permanent underground easement.

To assess impacts, the type of acquisition or easement was analyzed, as well as how much of the area on the parcels would be affected. All types of acquisitions would be subject to application of the Uniform Act guidelines, and acquisitions were determined to have an adverse effect if it displaced jobs, residents, or residences.



Summary of Acquisitions and Easements

No Build and TSM Alternatives

Under the No Build and TSM Alternatives, there would be no displacement or acquisition of properties for transit infrastructure in areas adjacent to the Project alignments. Therefore, no direct adverse impacts associated with displacements and relocations are anticipated.

Build Alternatives and MOSs

All Build Alternatives would result in numerous full acquisitions, partial acquisitions, permanent easements, and temporary construction easements surrounding station locations for the purposes of station boxes, station entrances, and construction staging. Some station plans have multiple entrance options, although not all of them would be constructed. In these cases, all potential takings and easements for station entrances are evaluated. Permanent underground easements would be required where the alignment or station boxes are beneath private property.

Figure 4-20 and Figure 4-21 summarize the number of acquisitions and easements that would be required under each alternative and minimum operating segment and the current land uses of these acquisition and easement properties. Appendix C, Acquisitions, lists the parcels that would be acquired (fully or partially) under the Build Alternatives and includes a series of maps that illustrate the location of each of these acquisitions.

For all alternatives, the majority of acquisitions are of current commercial properties and vacant/parking lot parcels. Alternative 1, since it is the shortest alignment, would have the fewest number of acquisitions, and Alternative 5 would have the largest number of acquisitions as it is the longest alignment.

The six station option locations (Options 1-6) would each result in a slightly different set of acquisitions and easements, and these are discussed in the following section. Information pertaining to specific acquisitions and easements required is detailed in the *Westside Real Estate and Acquisitions Technical Report*.

All of the Build Alternatives would result in the acquisition of one single-family residence at the Wilshire/Crenshaw Station and one multi-family residence, containing 32 units, at Wilshire/Fairfax Station. Both would be acquired for construction staging and the location of a potential station entrance. Therefore, no substantial displacement of housing or people is anticipated for the Build Alternatives and less-than-significant impacts are anticipated.

Since many acquisitions would be of commercial or industrial properties, it is anticipated that the Project could impact businesses and displace jobs. These job losses are discussed in more detail later in this section under the heading, “Demographic and Economic Impacts.” Each business displaced as a result of the Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Therefore, the acquisition of these properties may result in adverse impacts associated with job loss.

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Figure 4-20. Acquisitions and Easements for Alternatives 1 through 5

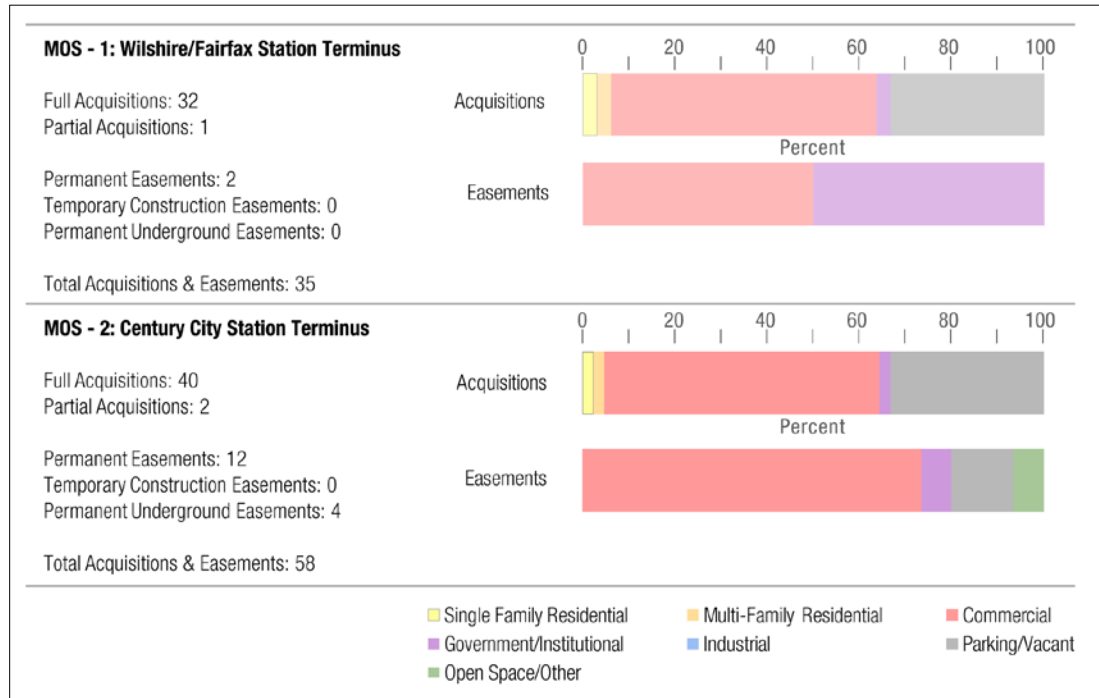


Figure 4-21. Acquisitions and Easements for MOS 1 and MOS 2

For all Build Alternatives, permanent easements would be required for station entrances and construction staging on these parcels, as summarized in Figure 4-20 and Figure 4-21. The exact locations of station entrances have not been determined, but they would not disrupt operations of the businesses or uses at these parcels. The owners and tenants of these parcels would be given advance written notice and would be informed of their eligibility for payments for use of their space for the station entrances. No adverse impacts are anticipated due to these permanent easements.

In addition to permanent easements, a number of temporary construction easements would be required for all Build Alternatives, as summarized Figure 4-20 and Figure 4-21. The use of these parcels would be temporary and would be returned to pre-construction conditions after the Project is completed. No adverse impacts are anticipated due to these temporary construction easements.

For all Build Alternatives, a number of permanent underground easements would be required, including beneath residential properties, but they would not result in displacing or relocating any structures on the surface of the parcels. Therefore, no significant impacts are anticipated. These permanent underground easements are detailed in the following Alignment Options Section.

Station Options (Options 1–6)

There are six station option locations under evaluation for this Project (Options 1-6). These station options are listed out in Table 4-4. The incorporation of these station locations would change the total number of acquisitions and easements for each alternative slightly due to changes in station entrance locations or construction staging

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areas. Table 4-4 summarizes the differences in the number of acquisitions and easements that would result from the various station location options. Station options 3–6 result in the most significant changes since changes to these station locations would require a change to the alignment that would change the set of permanent underground easements. Appendix C, Acquisitions, details the acquisitions at each of the station option locations.

Table 4-4. Station Options—Difference in the Number of Acquisitions or Easements Relative to Base Station Locations

Applicable Alternatives	Station Option		Affected Parcels					
			Full Acquisitions	Partial Acquisitions	Permanent Easements	Temporary Construction Easements	Permanent Underground Easements	Total
Alternatives 1, 2, 3, 4, 5, MOS 1, MOS 2	1	Remove Wilshire/Crenshaw Station	-	-	-	-	-	-
Alternatives 1, 2, 3, 4, 5, MOS 1, MOS 2	2	Fairfax Station East (On-Street)	-	-	-	-	-	-
Alternatives 1, 2, 3, 4, 5, MOS 2	3	Transfer Station at Wilshire/La Cienega Station	-4	+1	-1	-	-	-4
Alternatives 4, 5, MOS 2	3a	Alignment to Connect from Beverly Center Station to Transfer Station at Wilshire/La Cienega	-	+1	-	-	+20	+21
Alternatives 1, 2, 3, 4, 5, MOS 2	4	Century City Station (Constellation Option)	+1	-	+3	+4	+5	+13
Alternatives 1, 2, 3, 4, 5	5	Wilshire/UCLA Station (On-Street)	-	-1	+4	-	-29	-26
Alternatives 2, 3, 4, 5	6	Westwood/VA Hospital Station North of Wilshire Boulevard	-	-	-	-1	-0	-1

Source: TAHA, 2010

Note: Station Option 3a (West Hollywood Alignment for Option 3) is only listed in this table as it only applies to Alternatives 4 and 5.. Station Option 3 applies to all Alternatives and is therefore discussed throughout this chapter.

Alignment Options (Options 3 and 4)

In the sections of the alignment that are not in the public right-of-way and would require tunneling beneath private property, a number of permanent underground easements would be required. However, these alignment options would not result in displacement or relocation of any structures on the surface of the parcels.

Three portions of the alignment would require a substantial number of permanent underground easements: Wilshire/Rodeo to Century City, Century City to Westwood/UCLA, and Beverly Center Area to Wilshire/La Cienega. These three areas have several alignment options that are under consideration, with each option requiring a different set of permanent underground easements. Figure 4-22 and Figure 4-23 show the various alignment options under consideration as part of Option 4 from Wilshire/Rodeo to Westwood/UCLA.

Table 4-5 summarizes the number of permanent underground easements required by the Wilshire/Rodeo to Century City, and Century City to Westwood/UCLA alignment

options. The Beverly Center Area to Wilshire/La Cienega permanent underground easements are included in Table 4-4 (Option 3a). Since many of these alignment options would require tunneling beneath heavily residential neighborhoods, the number of residential permanent underground easements are including in the permanent underground easement table (Table 4-5).

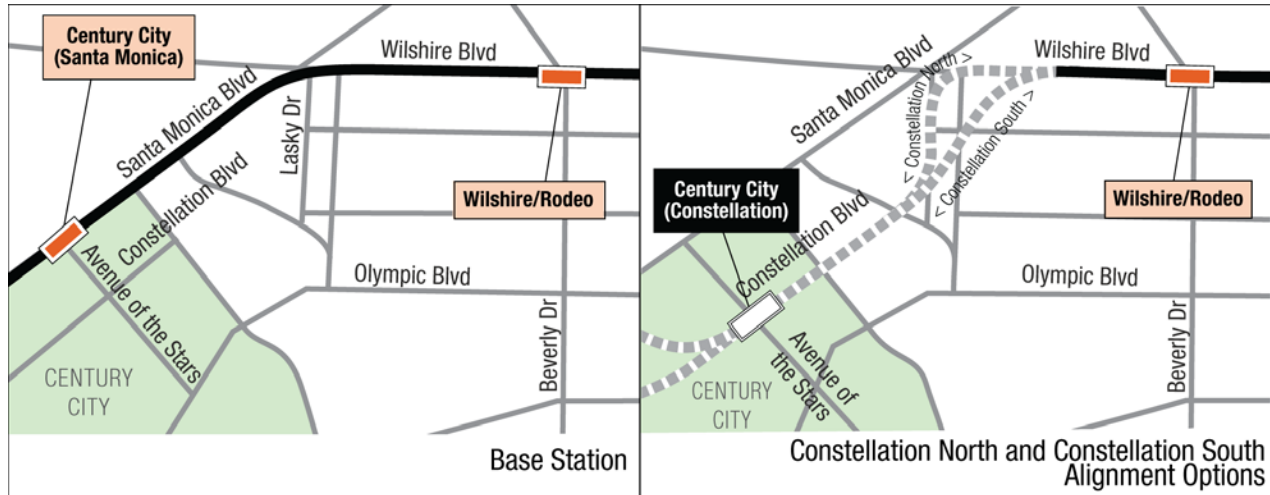


Figure 4-22. Option 4 Beverly Hills to Century City Alignment Options

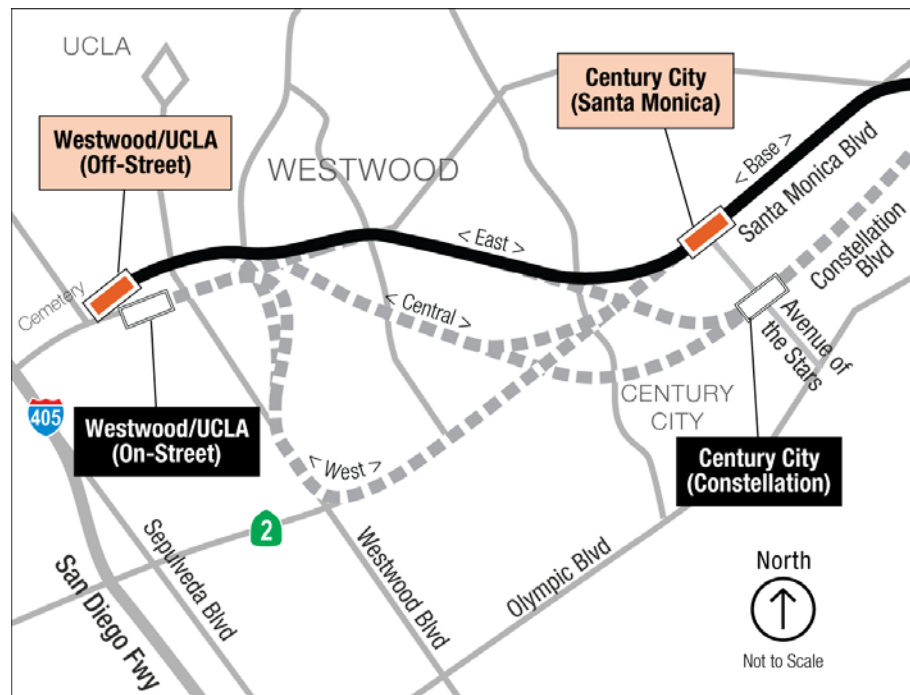


Figure 4-23. Option 4 Century City to Westwood Alignment Options

Table 4-5. Permanent Underground Easements (including Residential Easements) via the Wilshire/Rodeo Station to Century City Station Alignment Options, and via the Century City Station to Westwood/UCLA Station Alignment Options

			Wilshire/Rodeo Station to Century City Station		
			Century City - Santa Monica Station	Century City - Constellation Station	
			via Santa Monica	via Constellation North	via Constellation South
Century City Station to Westwood/UCLA Station	Westwood/UCLA Off-Street Station	via East	216 PUEs (200 RE)	262 PUEs (231 RE)	391 PUEs (365 RE)
		via Central	362 PUEs (346 RE)	480 PUEs (450 RE)	609 PUEs (584 RE)
		via West	157 PUEs (130 RE)	259 PUEs (215 RE)	388 PUEs (349 RE)
	Westwood/UCLA On-Street Station	via East	185 PUEs (176 RE)	237 PUEs (207 RE)	366 PUEs (341 RE)
		via Central	262 PUEs (250 RE)	380 PUEs (354 RE)	509 PUEs (488 RE)
		via West	148 PUEs (126 RE)	250 PUEs (215 RE)	379 PUEs (345 RE)

Source: TAHA, 2010

Note: PUE=Permanent Underground Easement; RE = Residential Easement. Residential Easements include: Single-Family Dwellings, Individual Condominium Units, and Multi-Family Apartment Buildings

Table 4-6 summarizes the total number of properties that would require permanent underground easements for each alignment option. Properties include: residential properties (including single-family residences, apartment buildings, and condominium buildings); commercial/office buildings; government/institutional properties; vacant properties; parking lots; and utilities. It should be noted that a condominium building requires a separate permanent underground easement for each condominium unit while a multi-family apartment building requires a single underground easement for the entire building, regardless of the number of units because they are under single ownership. Therefore, the total number of properties is substantially lower than the number of permanent underground easements along the alignments due to the agglomeration of condominium units.

Table 4-6. Properties tunneled beneath for the Wilshire/Rodeo Station to Century City Station Alignment Options, and along the Century City Station to Westwood/UCLA Station Alignment Options

			Wilshire/Rodeo Station to Century City Station		
			Century City - Santa Monica Station	Century City - Constellation Station	
			via Santa Monica	via Constellation North	via Constellation South
Century City Station to Westwood/UCLA Station	Westwood/UCLA Off-Street Station	via East	75 properties	105 properties	119 properties
		via Central	92 properties	142 properties	156 properties
		via West	56 properties	107 properties	121 properties
	Westwood/UCLA On-Street Station	via East	65 properties	93 properties	107 properties
		via Central	87 properties	137 properties	151 properties
		via West	54 properties	105 properties	119 properties

Source: TAHA, 2010

Note: Properties include Residential Properties (Single-Family Residences, Apartments Buildings, and Condominium Buildings), Commercial/Office, Government/Institutional, Vacant, Parking Lot, and Utility.



Table 4-5 and Table 4-6 are organized to show the Wilshire/Rodeo to Century City Alignment Options across the top portion of the table, and the Century City to Westwood/UCLA Alignment Options down the left side portion of the table. This makes it possible to clearly compare the data associated with the multiple alignment combinations that start at the Wilshire/Rodeo Station to the Westwood/VA Hospital Station.

The Alignment Options presented across the top of the tables include the alignment options east of Century City – from Wilshire/Rodeo to Century City. The three alignment options are: via Santa Monica alignment (connects to Century City Santa Monica Station); via Constellation North alignment (connects to the Century City Constellation Station); and via Constellation South alignment (connects to the Century City Constellation Station).

The Alignment Options listed down the left-hand side of the tables include the alignment options west of Century City – from Century City (either Santa Monica or Constellation) to Westwood/UCLA (either Off-Street or On-Street). The three alignment options are: via East alignment (connects to either the Westwood/UCLA Off-Street Station or the On-Street Station); via Central alignment (connects to either the Westwood/UCLA Off-Street Station or the On-Street Station); and via West alignment (connects to either Westwood/UCLA Off-Street Station or the On-Street Station).

Table 4-5 and Table 4-6 present a summary of the permanent underground easements needed for each alignment combination, and a summary of possible properties affected by each of these alignment combinations.

The alignment combination that would result in the smallest number of permanent underground easements and the least amount of affected properties is the Century City Santa Monica Station via the Santa Monica alignment and the Westwood/UCLA On-Street Station via the West alignment. This alignment combination would result in 148 PUEs (include 126 Residential Easements), and a total of 54 affected properties.

The alignment combination that would result in the greatest number of permanent underground easements and the most affected properties is the Century City Constellation Station via Constellation South alignment and the Westwood/UCLA Off-Street Station via the Central alignment. This alignment combination would result in 609 PUEs (include 584 Residential Easements), and a total of 156 affected properties.

Maintenance Yards

All of the Build Alternatives would require either the expansion of the Metro Division 20 Rail Yard or construction of a new rail yard at the Union Pacific Los Angeles Transportation Center Rail Yard in order to house and maintain rail cars. Expansion of the Metro Division 20 Rail Yard option would require full acquisition of four properties and the partial acquisition of eight properties, as detailed in Appendix C, Acquisitions. Construction of the new rail yard at the Union Pacific Los Angeles Transportation Center Rail Yard would include all of the acquisitions listed in the Division 20 expansion and an additional two full acquisitions, one partial acquisition and fourteen permanent

easements. No residences would be affected with either of these maintenance yard options.

The expansion of the Division 20 Maintenance Yard or the creation of a new maintenance yard at the Union Pacific Railroad property would not displace any residences, people, or jobs. Therefore, no significant impacts are anticipated.

4.2.3 Environmental Consequences

No Build and TSM Alternatives

Under the No Build and TSM Alternatives, there would be no displacement or acquisition of properties for transit infrastructure in areas adjacent to the Project alignments. Therefore, no direct adverse demographic or economic impacts associated with displacements and relocations are anticipated.

Build Alternatives

Major infrastructure projects, such as the Westside Subway Extension, can affect and benefit the regional and local economies. The property acquisitions for right-of-way and construction staging areas described in the preceding section could result primarily in two direct impacts: 1) property tax revenue losses to the County and local jurisdictions where the parcels are located, and 2) job losses as businesses on the acquired parcels are required to close or relocate out of the area. In addition to potential impacts due to long-term property acquisitions, the construction phase of the Project could result in both impacts and benefits, including construction-related economic losses (due to construction disruptions), construction-related employment gains, and construction expenditure that would benefit the regional economy. Ongoing operating and maintenance expenditures can also benefit the regional economy through employment gains and increased expenditures. Finally, improved accessibility to and within the Project corridor can result in long-term economic benefits for the entire region.

Property Tax Revenue Loss

The No Build and TSM Alternatives would not require the acquisition or displacement of any properties; therefore, they would not result in any loss of property tax revenues.

The fiscal impact analysis shows that the Build Alternatives would not lead to property tax losses in excess of 1 percent of the Project's Study Area tax base. Therefore, they would not have an adverse effect.

Estimated property tax losses vary by alternative, ranging from 0.05 percent of Study Area property taxes (\$0.6 million) for MOS 1 to 0.23 percent of Study Area property taxes (\$2.9 million) for Alternative 5 as listed in Table 4-7. Because Alternative 5 would result in the acquisition of the most parcels, it has the greatest impact on property tax revenues. However, because the impact is less than 1 percent, it would not be an adverse effect.

Some of the station options under consideration (Options 3, 4, and 5) would result in the acquisition of different properties than the base alternative. Property tax losses for Options 3 and 4 would be higher than the base alternative, but also would not have an

adverse effect. Property tax losses for Option 5 would be lower than the base alternative and therefore would not have an adverse effect.

Furthermore, property tax losses would not adversely affect any one tax district within the Study Area. As Table 4-8 shows, no tax district is expected to experience a loss of over 0.1 percent in property tax revenue as a result of property acquisitions. Therefore, no adverse effect would occur from losses in property tax revenues.

Table 4-7. Estimated Property Tax Losses for All Alternatives and MOS Phases

Alternative	Estimated Property Tax Revenue Loss (2009)	% Loss of Study Area Property Taxes Levied in 2009
Alternative 1 Westwood/UCLA	\$1,896,885	0.15%
Alternative 2 Westwood/VA Hospital	\$1,896,885	0.15%
Alternative 3 Santa Monica Extension	\$2,399,775	0.18%
Alternative 4 Westwood VA+ Santa Monica	\$2,438,395	0.19%
Alternative 5 Santa Monica + W Hollywood	\$2,921,285	0.23%
MOS 1 Fairfax Extension	\$648,021	0.05%
MOS 2 Century City Extension	\$1,073,932	0.08%

Source: Los Angeles County Assessor, Los Angeles County Auditor-Controller

Table 4-8. Estimated Tax Revenues/Losses by Tax District

Alternative	Los Angeles County % Loss Property Taxes Levied in 2009	Cities % Loss Property Taxes Levied in 2009	School Districts % Loss Property Taxes Levied in 2009	Special Districts % Loss Property Taxes Levied in 2009	Redevelopment Agencies % Loss Property Taxes Levied in 2009	Total % Loss Property Taxes Levied in 2009
Alternative 1	.02%	.02%	.01%	.01%	.01%	.02%
Alternative 2	.02%	.02%	.01%	.01%	.01%	.02%
Alternative 3	.02%	.02%	.02%	.02%	.02%	.02%
Alternative 4	.02%	.02%	.02%	.02%	.02%	.02%
Alternative 5	.02%	.02%	.02%	.02%	.02%	.02%
MOS 1	.00%	.00%	.00%	.00%	.00%	.01%
MOS 2	.01%	.01%	.01%	.01%	.01%	.01%

Source: Los Angeles County Assessor, Los Angeles County Auditor-Controller.

If transit-oriented development, as discussed in Section 4.1, Land Use, occurs around the stations on currently vacant parcels, there is the potential that property tax revenues may increase as an indirect result of the Project. Since these properties are currently not generating their full tax revenue potential, the development of the parcels could increase the tax base for jurisdictions in the Study Area.

Employment Effects

Under the No Build and TSM Alternatives, there would be minimal construction, and displacement of properties for transit infrastructure would not occur in areas adjacent to

the Project alignments. Therefore, no adverse impacts associated with employment loss are anticipated.

Under the Build Alternatives, job losses are projected due to the acquisitions of commercial properties. Job losses would come from retail, general stores, restaurants, parking lots, and service stations where their removal would likely lead to disruption and termination of the business. These are treated as permanent job losses, lasting through the 20-year forecast period. However, businesses in commercial office buildings were assumed to be able to relocate within the county, a reasonable assumption due to vacancies in the area.

For all Build Alternatives, employment loss as a result of property acquisitions would not result in an adverse effect. Employment losses would range from 216 jobs with MOS 1 to 474 jobs with Alternative 5 or 0.04 to 0.11 percent of the estimated 2009 employment in the Study Area. The anticipated employment loss for each alternative is listed in Table 4-9. Station Option 3 at Wilshire/La Cienega would increase the employment loss for each alternative by approximately two jobs (e.g., Alternative 1 with Option 3 would have a total of 304 job losses). However, the construction of Option 3 would also not result in an adverse effect for any alternative.

Table 4-9. Employment Loss in Project Study Area due to Property Acquisitions

Alternative	Project Study Area		Number of Jobs	Job Losses	
	Estimated 2009 Employment	Estimated 2035 Employment		Job Loss as percent of Total Jobs	
			2009	2035	
Alternative 1	436,957	536,840	302	0.07%	0.05%
Alternative 2	436,957	536,840	302	0.07%	0.05%
Alternative 3	436,957	536,840	413	0.09%	0.07%
Alternative 4	436,957	536,840	363	0.08%	0.06%
Alternative 5	436,957	536,840	474	0.11%	0.08%
MOS 1	436,957	536,840	216	0.04%	0.04%
MOS 2	436,957	536,840	280	0.06%	0.05%
Option 3	—	—	+2	—	—
Option 4	—	—	0	—	—
Option 5	—	—	0	—	—

Source: Los Angeles Metro; State of California Employment Development Department, Labor Market Information Division

Operating and Maintenance Expenditures

Similar to construction spending, which is described in the Section 4.15, Construction Impacts and Mitigation, projected Operating and Maintenance (O&M) expenditures can be expected to have a significant beneficial “ripple” effect. This would be in the form of jobs generated by O&M spending, which then would result in increased economic output for the region. The O&M-related economic impacts were quantified using the Bureau of Economic Analysis Regional Input-Output Modeling System multipliers.

This analysis utilizes annual O&M cost estimates for the 2030 design year for each of the Build Alternatives and the No Build scenario. It assumes that RIMS II industry code 30 (Rail Transportation) can be directly attributed to each 2030 design year O&M cost estimate.

Table 4-10 shows O&M-related employment for all alternatives. As shown, O&M-related employment is expected to range from 15,360 person-years for the No Build Alternative to 16,467 person-years for Alternative 5. As illustrated in Figure 4-24, projections indicate that most of these jobs would receive compensation above \$40,000 per year for all alternatives, which would help stimulate the local economy. A variety of industries would be affected by the annual O&M expenditures, with transportation and warehousing realizing the most job creation. Other industries with employment gains include retail trade, health care, administration and waste management, professional services, food services, and real estate.

Table 4-10. Full-Time Employment Generated by Annual O&M Expenditures

Alternative	Direct On-Site Employment (Person Years)	Direct Off-Site Employment (Person Years)	Indirect/ Induced Employment (Person Years)	Total Employment (Person Years)
No Build	3,942	1,693	9,724	15,360
Alternative 1	4,040	1,735	9,965	15,741
Alternative 2	4,050	1,739	9,989	15,779
Alternative 3	4,100	1,761	10,112	15,972
Alternative 4	4,158	1,786	10,257	16,201
Alternative 5	4,227	1,815	10,425	16,467
MOS 1	4,016	1,725	9,906	15,647
MOS 2	4,034	1,733	9,951	15,719

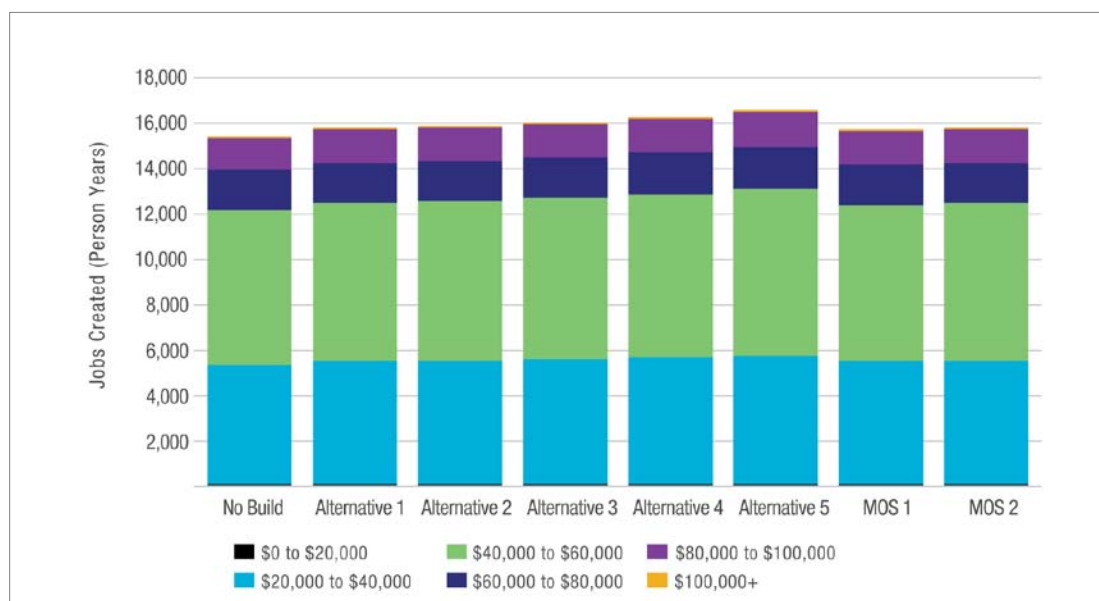


Figure 4-24. O&M-Related Job Creation by Earnings

Jobs created as a result of O&M spending would increase economic output for the Los Angeles region. The economic output for each alternative, based on projected 2030 design year spending, is shown in Table 4-11. Economic output ranges from \$3.5 billion for the No Build Alternative to \$3.8 billion for Alternative 5.

Table 4-11. Estimated O&M-Related Economic Output by Alternative

Alternative	Direct Output (billion 2009 \$)	Indirect/Induced Output (billion 2009 \$)	Total Output (billion 2009 \$)
No Build	\$1.57	\$1.98	\$3.55
Alternative 1	\$1.61	\$2.03	\$3.64
Alternative 2	\$1.61	\$2.03	\$3.64
Alternative 3	\$1.63	\$2.06	\$3.69
Alternative 4	\$1.66	\$2.09	\$3.74
Alternative 5	\$1.68	\$2.12	\$3.80
MOS 1	\$1.60	\$2.01	\$3.61
MOS 2	\$1.61	\$2.02	\$3.63

Long-Term Economic and Real Property Effects

The Project is expected to result in long-term economic benefits, primarily because of improved accessibility to and within the corridor. The primary beneficiaries would be “existing” or baseline transit users (i.e., those who already rely on or prefer to use transit to access destinations within the corridor and those who would use transit in the future under the No Build Alternative). This also is an equity benefit, as transit-dependent persons are a high percentage of direct beneficiaries. Finally, enhanced real

estate values and redevelopment opportunities around stations would be likely to occur within one-quarter to one-half mile, particularly at high-volume stations.

Economic Benefits due to Improved Accessibility

The Study Area’s economy is highly dependent on commuters from outside the Study Area, as it has more jobs (504,000) than workers (265,000). Currently, and under the No Build Alternative, the fastest commute option is by car. As most workers in Los Angeles drive to work (approximately 89 percent according to the 2000 Census), any increase in auto commuting distance makes it more difficult for Study Area businesses to attract and retain qualified workers.

Under the No Build Alternative, travel times to the Study Area are expected to increase due to increased vehicular demand for existing roads, resulting in congestion and slower travel speeds. However, the Build Alternatives would provide a transit option that is more competitive with and, in some cases, faster than, auto travel times, with benefits in worker and business productivity resulting from reduced travel times and more direct transit access. In addition, the Build Alternatives would provide corridor employers with an increased ability to find qualified employees. With reductions in travel times, the available work force effectively increases as the travel radius for a given commute expands outward from the workplace.

The Build Alternatives and, to a lesser extent, the TSM Alternative, would reduce transit travel times and make transit more competitive with auto travel, particularly during peak commuting hours. Chapter 3, Transportation, details the anticipated transit travel time savings provided by the Build Alternatives. This analysis is supported by transportation research literature, which finds that providing high-volume public transit that significantly improves access in dense and highly congested urban areas results in positive long-term economic benefits.

Property Value Impacts

Characteristics important in creating real estate value premiums near station sites include proximity to stations, relatively high-density zoning, a safe pedestrian-friendly environment, and a balanced origin/destination mix within the fixed guideway system. These characteristics are present for many of the proposed stations.

Based on studies of property values in San Francisco, San Diego, and San Jose, California; New York, New York; and Portland, Oregon, an average home price may increase 6.4 percent within one-half mile of each transit station.

As detailed in Section 4.1, Land Use, it is not possible to predict the level or timing of new development in proposed station areas, as development relies on many factors, including economic pressures. The same is true of property values, which in California declined substantially recently and may take additional years to recover. However, it is reasonable to expect that, in the future, property values and levels of development around

station areas would be higher under the Build Alternatives than under the No Build and TSM Alternatives.

Negative impacts on property values from transit (termed “nuisance” effects) also can occur. Measurable noise impacts from vehicles, increased foot traffic, adjacent structures, transit-associated parking, and increased bus traffic interfacing with transit stations can reduce the desirability of properties near a fixed guideway station. Such nuisance effects would most likely occur in areas where value is not attributed to the accessibility improvements that transit provides. This does not appear likely within the Study Area, as stations are planned for areas that are already densely developed and near major roads and bus routes.

4.2.4 Mitigation Measures

None of the alternatives would result in adverse impacts in regards to demographic and economic impacts. Therefore, no mitigation is required.

The following measures would be implemented to minimize impacts related to displacements and acquisitions.

- **CN-1**—Metro would provide relocation assistance and compensation for all displaced businesses and residences, as required by both the Uniform Act and the California Act. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal, would be made to each displaced property owner. Each business and residence displaced as a result of the Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. It is anticipated that there would be businesses that would relocate and, as such, most jobs would be relocated and would not be permanently displaced. However, there are permanent job losses anticipated. Metro shall coordinate with the appropriate jurisdictions regarding business relocations.
- **CN-2**—Metro shall consider joint-use agreements for the land it would take for station entrances and construction staging to induce job creation in areas where permanent job loss is anticipated. If this is not pursued, adverse impacts would remain.

- **CN-3**—For easements, Metro would appraise each property to determine the fair market value of the portion that would be used either temporarily during construction or permanently above and below ground. Just compensation, which shall not be less than the approved appraisal, would be made to each displaced property owner.

4.2.5 CEQA Determination

According to CEQA guidelines, a project would have a significant impact if it would result in any of the following:

- Displace a substantial number of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

CEQA does not have specific thresholds for displacement impacts on employment. However, given the character of the Study Area, it is anticipated that the Project could impact businesses. Therefore, a similar threshold for employment displacement is used in this analysis as for population and housing.

No Build Alternative

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. Therefore, no significant impacts to displacements and relocation would occur.

Transportation System Management Alternative

Under the TSM 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. Therefore, no housing units or people would be displaced or relocated under the TSM Alternative, and no significant impacts would occur.

All Build Alternatives

The Build Alternatives would displace one single-family residence near the Wilshire/Crenshaw Station and one 32-unit multi-family residence near the Wilshire/Fairfax Station. Although the residents would be displaced and relocated, due to the size and scope of the Project, this impact would not be considered substantial. In addition, the residents would be compensated under the Uniform Act. Furthermore, the acquisition would provide future opportunities for housing, should Metro decide to develop them. No substantial displacement of housing or people is anticipated; therefore, less-than-significant impacts are expected.

It is anticipated that where relocation would be required, it would result in the relocation of most of the jobs that would be potentially displaced. Therefore, there would be no net loss of jobs overall. This would result in no adverse impacts related to job loss. For all Build Alternatives, impacts would be less-than-significant with implementation of mitigation measures CN-1, CN-2 and CN-3.

Property tax losses in excess of 1 percent of the area tax base would be considered a significant effect under CEQA. No impacts above this threshold were determined in the foregoing analysis. As a result, the Project would not have significant economic and fiscal impacts, and no mitigation would be required.

Impacts Remaining after Mitigation

Upon implementation of mitigation measures, impacts would be less-than-significant.

4.2.6 Environmental Justice Considerations

This EJ analysis identifies environmental justice populations within the Study Area and presents the impact determinations regarding the likelihood that disproportionately high and adverse impacts would be experienced by minority and low-income communities. This section discusses potential measures to avoid, minimize, and/or mitigate those impacts to EJ populations and documents the Project's public outreach efforts to EJ populations. For more detailed information and references, see the *Westside Subway Extension Environmental Justice Technical Report* and the *Westside Subway Extension Communities and Neighborhoods Technical Report*.

Regulatory Setting

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (USEO 1994) was signed by President Clinton on February 11, 1994. This Executive Order directs Federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of their projects on the health or environment of minority and low-income population to the greatest extent practicable and permitted by law. The order directs Federal actions, including transportation projects, to use existing law to avoid discrimination on the basis of race, color, or national origin, and to avoid disproportionately high and adverse impacts on minority and low-income populations. These are often referred to as environmental justice (EJ) populations.

There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations

A “disproportionately high and adverse effect” is defined as follows:

- Disproportionately High and Adverse Effect on Minority and Low-Income Populations mean an adverse effect that:
 - ▶ is predominately borne by a minority population and/or low-income populations; or
 - ▶ will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The principles of EJ are rooted in Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance. Additional laws, statutes, guidelines, and regulation that relate to EJ issues include the following:

- Title 49 of the United States Code (USC) Section 5332, Nondiscrimination
- Title 49 of the Code of Federal Regulations (CFR) Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Environmental Justice Guidance Under the National Environmental Policy Act
- USDOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations
- FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency
- Americans with Disabilities Act of 1990

The California Governor's Office of Planning and Research (OPR) has been designated the “coordinating agency in state government for environmental justice programs.” As part of its new environmental justice coordinator role, the OPR must now incorporate environmental justice considerations into local government planning decisions. California law requires the OPR to coordinate with Federal agencies regarding environmental justice based on Executive Order 12898.

Metro includes guidelines and planning policies regarding environmental justice issues in its 2008 Long Range Transportation Plan (LRTP). Metro’s 2008 LRTP evaluates how much additional transit service would be provided in areas with high transit dependency and minority and low-income populations. The 2008 LRTP includes extensive transit investments and policies about placement of these investments in proximity to areas with minority and lower-income populations and to job opportunities that support those areas.⁵ Metro files a Title VI compliance report every year with the FTA.

Methodology

The analysis identifies potential effects on minority and low-income populations that reside within the Study Area and determines whether these effects are disproportionate in comparison to the effects on the surrounding community. Other communities of concern include linguistically isolated households and elderly populations. The effects of the project were analyzed as follows:

- How well the project would serve the transportation needs of the identified EJ populations and communities of concern in comparison to all other population groups within the Study Area

⁵ Los Angeles County Metropolitan Transportation Authority. Draft 2008 Long Range Transportation Plan, 2008.

- Whether the effects of the Project (e.g., construction, visual, noise) would have disproportionately high and adverse effects on the social, cultural, health, and well-being of the identified EJ populations and communities of concern as compared to other population groups within the Study Area

Definition of Environmental Justice Populations

Environmental Justice (EJ) populations are communities in which there is a higher proportion of minority and/or low-income populations in comparison to the surrounding community. For the purposes of this analysis, minority and low income information from communities within the City of Los Angeles are compared the demographics for the entire City of Los Angeles. The portions of Beverly Hills, Santa Monica and West Hollywood within the Study Area are compared to the demographics for the entirety of each of those cities, respectively. The VA Hospital in unincorporated Los Angeles County is compared to the demographics for the whole of Los Angeles County.

USDOT Order 5610.2 and subsequent agency guidance define the term “minority” to include any individual who is Black, Hispanic, Asian-American (Asian), American Indian and Alaskan Native, and Native Hawaiian and Other Pacific Islander. Based on guidance from the Federal Council on Environmental Quality (CEQ), “minority populations should be identified where either: a) the minority population of the affected area exceeds 50 percent or b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis” (CEQ 1997).

The term “low-income,” in accordance with USDOT Order 5610.2 and agency guidance, is defined as a person with a household income at or below the U.S. Department of Health and Human Services (USHHS) poverty guidelines. These poverty guidelines are a simplified version of the Federal poverty thresholds used for administrative purposes. The U.S. Census Bureau has developed poverty thresholds, which are used for calculating all official poverty population statistics. The Census Bureau applies these poverty thresholds to a family’s income to determine poverty status.

Definition of Communities of Concern

In addition to minority and income status, other data were used as additional indicators of communities of concern, including linguistically isolated and elderly populations. Persons counted as linguistically isolated are those over the age of 5 who speak a non-English language at home and fall into the Census English speaking ability categories of “Speak English Not Well” or “Speak English Not At All.” These persons are considered to have Limited English Proficiency (LEP). Elderly populations are those over the age of 65. As with EJ populations, communities of concern were determined by comparing these indicators for community populations to the surrounding community population. Data on communities of concern also serve to direct public outreach efforts.

Identification of Environmental Justice Populations and Communities of Concern

In order to analyze demographic and socioeconomic characteristics, the Study Area was divided into 21 communities and neighborhoods, which are illustrated in Figure 4-18 and described in the Communities and Neighborhoods Section. Table 4-3 provides an

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overview of the demographic and socioeconomic characteristics of each of these communities within the Study Area and data for the entirety of Los Angeles County, and the Cities of Los Angeles, Beverly Hills, Santa Monica, and West Hollywood. Data was drawn from the 2000 U.S. Census, the American Communities Survey (2006-2008), and Bureau of Labor Statistics.

Of the 21 communities and neighborhoods in the Study Area, eight were identified as environmental justice populations because of higher proportions of their population are below the poverty level or identify as a minority race/ethnicity in comparison to surrounding community. The eight EJ populations that were identified in the Study Area are

- Olympic Park (92% minority in comparison to 71% minority in City of Los Angeles and 23% below poverty in comparison to 19% in the City of Los Angeles)
- Pico District (76% minority in comparison to 71% minority in City of Los Angeles and 14% below poverty in comparison to 19% in the City of Los Angeles)
- Wilshire Center/Koreatown (92% minority in comparison to 71% minority in City of Los Angeles and 30% below poverty in comparison to 19% in the City of Los Angeles)
- Wilshire Park (84% minority in comparison to 71% minority in City of Los Angeles and 20% below poverty in comparison to 19% in the City of Los Angeles)
- Westwood (35% minority in comparison to 71% minority in City of Los Angeles and 22% below poverty in comparison to 19% in the City of Los Angeles)
- Pico District, Santa Monica (63% minority in comparison to 15% minority in City of Santa Monica and 18% below poverty in comparison to 6% in the City of Santa Monica)
- County of Los Angeles—Veteran’s Administration Westwood Campus (54% minority in comparison to 71% minority in the County of Los Angeles and 54% below poverty in comparison to 15% in the County of Los Angeles)
- Hollywood (50% minority in comparison to 71% minority in City of Los Angeles and 22% below poverty in comparison to 19% in the City of Los Angeles)

Many of these EJ populations were also identified as communities of concern because they are comprised of linguistically-isolated populations and/or elderly (older than 65) in comparison to surrounding community. In addition to the communities that were already identified as EJ populations, Century City was identified as a community of concern due to the higher proportion of elderly residents in comparison to the surrounding community (40% elderly in comparison to 10% elderly in the City of Los Angeles)

The Wilshire Center/Koreatown and Olympic Park communities are considered EJ populations because of both the higher proportions of minority and low-income populations in comparison to the surrounding community. The Wilshire Park, Pico, and Santa Monica Pico communities are considered to be EJ populations due to higher proportions of minority populations in comparison to the surrounding community. The County of Los Angeles—Veteran’s Administration Westwood Campus, Westwood, and Hollywood are considered an EJ Area due to a higher proportion of low-income population in comparison to the surrounding community.



Wilshire Center/Koreatown and Olympic Park are also considered a community of concern due to a substantial Limited English Population (LEP) population. Because Century City contains a higher proportion of elderly population in comparison to the surrounding community, it would be considered a community of concern.

Based on demographic and socioeconomic information, Windsor Square, Larchmont, Hancock Park, Miracle Mile, Mid City West/Fairfax, Carthay, South Robertson, Rancho Park, Westwood, West Los Angeles, and Hollywood are not considered to be EJ populations or communities of concern.

Figure 4-19 illustrates the distribution of minorities in the Study Area and identifies the location of the eight EJ populations and one additional community of concern. Table 4-3 summarizes the demographic and socioeconomic information for each of the 21 communities in the Study Area and highlights the EJ populations and communities of concern.

Community Participation

Executive Order 12898 requires the “meaningful” participation of the public in the project development process. Metro has provided opportunities for the public to provide input from the beginning of the project development process through scoping outreach during the initial Alternatives Analysis (AA) phase of the Project. Metro has continued with public outreach efforts throughout the Draft EIS/EIR phase of the Project. Additional information and details regarding community participation and outreach can be found in Chapter 8, Public and Agency Outreach.

As described in detail in the *Alternatives Analysis Report* for the Project, Metro held six formal early scoping meetings during the AA phase of the Project. Metro engaged in extensive efforts to notify stakeholders about the six public scoping meetings, including display advertisements in multi-lingual publications (English, Spanish, Russian, and Korean), and placed notices on Metro buses and trains serving the project area. A media release was distributed to 83 local, regional, ethnic, and multi-lingual publications as well as broadcast media, blogs, and other online news and information outlets. Noticing was conducted in English, Spanish, Russian, and Korean.

The scoping meetings began with an open house format to provide attendees with an opportunity to preview the project information prior to the start of the presentation and subsequent comment period. Spanish, Russian, and Korean language translators were made available, as appropriate. In addition, close captioning was provided at two meetings for one hearing-impaired attendee. Following the open house period, a visual presentation was made to provide attendees with information regarding the purpose of “scoping” and other information involving the project background, the Study Area, project goals, alternatives, and alignment modes and/or issues. Emphasis was placed on the importance of the community to provide comments to Metro about what they would like to have studied in the Draft EIS/EIR. Following the presentations, attendees who completed speaker cards provided public comments, which were recorded by a court reporter/transcriber. After the public comment portion of the meetings, the project team was available at the informational display boards to answer technical questions.

Of the 269 comments received by Metro during the six scoping meetings, five were directly related to the topic of environmental justice. Two of these five comments focused on the need to provide transit-dependent populations access to employment within the corridor. One comment expressed concern regarding transit equity among communities within the corridor. This comment stated that Santa Monica could receive two rail lines and West Hollywood would receive none. Another comment cited concern for access to elderly populations. The final comment identified a concern that not enough time was given between the notification of meetings and the dates of the meetings.

Following the scoping meeting, Metro held community updates on the Project in August 2009 with nearly 250 stakeholders participating. The purpose of the updates was for community members to learn about Metro's continued progress with the Project.

In October and November 2009, communities within the Study Area were presented with five station information meetings. The outreach for this series of meetings was also varied, including hand drops to local libraries, parks, and malls, and “take ones” placed on buses and existing Metro Red/Purple Line trains servicing the corridor. Unlike previous community updates, which used a more formal meeting format, the Station Area information series of meetings encouraged stakeholders to “roll-up their sleeves” and actively engage with the program. The meeting began with a 45-minute open house, followed by a 45-minute presentation and culminated with a 60-minute station breakout session.

A third and fourth round of five community update meetings were held in April and June 2010.

Environmental Consequences

No Build Alternative

The No Build Alternative consists of existing and planned highway and transit services, including the projects planned under the RTP and Metro LRTP. The No-Build Alternative would maintain the transportation system in the Study Area and, as a result, would not address the transportation deficiencies experienced by Study Area residents and persons traveling to the Study Area. The No Build would not result in direct disproportionate adverse impacts to EJ populations since transportation deficiencies would be experienced throughout the Study Area.

TSM Alternative

Under the TSM Alternative, additional bus service would be available to residents in the Study Area, regardless of demographic or socioeconomic character. The additional bus service would benefit transit-dependent and low-income populations specifically because it would improve access to goods and services, as well as job opportunities. The additional employment generated by the additional bus service would be a benefit to low-income communities.

Although the TSM Alternative would add buses, it would not result in a substantial change in vehicle miles traveled (VMT) in comparison with the No Build Alternative. As a result, emissions at the regional or corridor level would not be reduced. Congestion in

the Study Area and along Wilshire Boulevard would continue to be a problem for many communities and would not be limited to the identified EJ populations or communities of concern. Therefore, the TSM Alternative would not result in direct disproportionate adverse impacts.

Mobile source British thermal unit (BTU) consumption would increase by approximately 29 trillion BTUs per year under the TSM Alternative. The TSM Alternative would result in more energy consumption than the No Build Alternative. Although the increase in energy use would have an adverse impact, it would not be specific to any particular community and would affect the entire region. Therefore, the TSM would not result in direct disproportionate adverse energy impacts to EJ populations.

Build Alternatives

Beneficial direct impacts for minority and low income communities are anticipated.

Based on the analyses presented in chapters 3 and 4, the following resources and issues are evaluated in this EJ analysis:

- Transit Service Benefits
- Traffic, Circulation and Parking
- Displacement and Relocation
- Community and Neighborhoods
- Visual Resources and Aesthetics
- Air Quality and Climate Change
- Noise and Vibration
- Energy
- Economic Vitality and Employment Opportunities

For most issues, impacts would likely be concentrated around proposed station locations. Of the 17 proposed stations, five (28 percent) are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA, Westwood/VA Hospital, and Hollywood/Highland Stations) and one is located in a community of concern (Century City in Century City). In addition, there may be some impacts at the existing Wilshire/Western Station, which is located in Wilshire Center/Koreatown, for construction staging.

Construction related areas of concern for the identified EJ populations and communities of concern are discussed in Section 4.15, Construction Impacts and Mitigations. Construction-related effects on transportation include traffic-related impacts during construction, including road closures and rerouting, sidewalk and bike lane closures and rerouting, and bus stop closures. Other potential construction impacts include issues related to relocations, noise and dust generated by construction vehicles and activities, and visual disruption associated with large equipment use and storage, work-site screening, and removal of vegetation or structures. These construction effects will be temporary, and measures to mitigate or minimize temporary construction impacts will be implemented. Construction activities will occur throughout the Study Area will affect both EJ and non-EJ populations alike. Therefore, there will be no disproportionately high and adverse impacts on EJ populations.

Transit User Benefits

Effects of the Project will result in benefits to transit users. These benefits include increased transit options, improved mobility, proximity to transit links, and access to employment and activity centers. As Chapter 3 illustrates, traffic and transit performance will improve within the Study Area, and these benefits can be realized by all populations. There are 17 stations proposed for the Project, with five located in, or adjacent to EJ populations. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements.

Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have EJ populations and communities of concern. Although populations adjacent to the alignment will be affected the most by operational and construction-related impacts, these groups include EJ and non-EJ populations, and they will also receive improved transit access. Effects will be the same for all population groups and will not represent a high or disproportionate impact to residents in EJ populations or communities of concern.

The Build Alternatives would benefit users with improved travel times and more linked daily trips as discussed in Chapter 3. Relative to the No Build Alternative, bus service on the Metro 720 and 20 would be reduced in all Build Alternatives. However, these bus lines would be replaced with enhanced grade-separated transit service that would better serve the same communities that were served by the 720 and 20. The travel time savings relative to the No Build or TSM Alternatives for each alternative would be the same in EJ populations and non-EJ populations. The Build Alternatives would not result in disproportionate impacts to EJ populations. The projected travel time savings for each Build Alternative relative to the TSM is listed below:

- Alternative 1 would serve the EJ populations of Wilshire Center/Koreatown, Wilshire Park, Olympic Park, Pico and Westwood. This alternative would result in peak hour travel time savings of 31 minutes westbound and 14 minutes eastbound between Wilshire/Western and Westwood/UCLA.
- Alternative 2 would serve the EJ populations of Wilshire Center/Koreatown, Wilshire Park, Olympic Park, Pico, Westwood and the Veteran's Administration Westwood Campus. This alternative would result in peak hour travel time savings of 37 minutes westbound and 22 minutes eastbound between Wilshire/Western and Westwood/VA Hospital.
- Alternative 3 would serve the EJ populations of Wilshire Center/Koreatown, Wilshire Park, Olympic Park, Pico, Westwood, the Veteran's Administration Westwood Campus and Pico (Santa Monica). This alternative would result in peak hour travel time savings of 42 minutes westbound and 25 minutes eastbound between Wilshire/Western and Wilshire/4th Street.
- Alternative 4 would serve the EJ populations of Wilshire Center/Koreatown, Wilshire Park, Olympic Park, Pico, Westwood, the Veteran's Administration Westwood Campus and Hollywood. This alternative would result in peak hour travel time savings of 37 minutes westbound and 22 minutes eastbound between Wilshire/Western and Westwood/VA Hospital. It would result in peak hour travel

time savings of 45 minutes westbound and 25 minutes eastbound between Hollywood/Highland and Westwood/VA Hospital.

- Alternative 5 would serve the EJ populations of Wilshire Center/Koreatown, Wilshire Park, Olympic Park, Pico, Westwood, the Veteran’s Administration Westwood Campus, Pico (Santa Monica) and Hollywood. This alternative would result in peak hour travel time savings of 42 minutes westbound and 26 minutes eastbound between Wilshire/Western and Westwood/VA Hospital. It would result in peak hour travel time savings of 50 minutes westbound and 28 minutes eastbound between Hollywood/Highland and Westwood/VA Hospital.

The increased connectivity would also reduce the number of transfers, which would have a beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment and activity centers.

Traffic, Circulation and Parking

As discussed in Chapter 3, the traffic impact analysis concluded that with the Build Alternatives, no study intersection would exceed the threshold for a significant adverse traffic impact as compared to the No Build Alternative. Therefore, the proposed project would not result in significant adverse traffic impacts and therefore, no disproportionate impacts associated with traffic congestion are anticipated.

Parking impacts would occur throughout the Project corridor and would not be limited to EJ populations and communities of concern.

- Alternative 1 is anticipated to result in parking impacts at six of the proposed seven station locations. Of these six potentially impacted station areas, three are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea and Westwood/UCLA). Therefore, parking impacts would not be disproportionate to EJ populations.
- Alternative 2 is anticipated to result in parking impacts at seven of the proposed eight station locations. Of these seven potentially impacted station areas, four are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA and Westwood/VA Hospital). Therefore, parking impacts would not be disproportionate to EJ populations.
- Alternative 3 is anticipated to result in parking impacts at 11 of the proposed 12 station locations. Of these 11 potentially impacted station areas, four are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA and Westwood/VA Hospital). Therefore, parking impacts would not be disproportionate to EJ populations.
- Alternative 4 is anticipated to result in parking impacts at 12 of the proposed 13 station locations. Of these 12 potentially impacted station areas, five are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA, Westwood/VA Hospital and Hollywood/Highland). Therefore, parking impacts would not be disproportionate to EJ populations.
- Alternative 5 is anticipated to result in parking impacts at 16 of the proposed 17 station locations. Of these 16 potentially impacted station areas, five are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA, Westwood/VA Hospital and Hollywood/Highland). Therefore, parking impacts would not be disproportionate to EJ populations.

The *Parking Policy Plan Technical Report* includes mitigation measures such as monitoring on-street parking activity prior to the opening of service to determine available monthly parking and establishing restricted parking districts for impacted neighborhoods. In addition, Metro shall conduct outreach meetings for the affected communities to determine the interest for restricted parking. Although adverse impacts would be associated with parking, the Build Alternatives would not result in disproportionate impacts to EJ populations.

Displacement and Relocation

Acquisitions and permanent and construction easements would occur at each station area and under all Build Alternatives and MOSs as discussed in the preceding Acquisitions and Displacement of Existing Uses section. Permanent easements would not be concentrated in one community; rather such losses would occur throughout the proposed alignment and would affect many communities, regardless of demographic or socioeconomic character. The Build Alternatives would not result in disproportionate impacts to EJ populations.

Property acquisitions and construction easements are located around proposed stations. Of the 17 proposed stations, five are located in EJ populations (Wilshire/Crenshaw, Wilshire/La Brea, Westwood/UCLA, Westwood/VA Hospital and Hollywood/Highland Stations) and one is located in a community of concern (Century City in Century City). In addition, there may be property acquisitions at the existing Wilshire/Western Station, which is located in Wilshire Center/Koreatown, for construction staging.

The number of property acquisitions at the stations located in EJ populations would be similar to the number of acquisitions at other stations along the alignment.

- Alternative 1 would result in the full or partial acquisition of 45 properties. Of these 45 acquisitions, 14 (31 percent) would be located in EJ populations. Eight would be located in Wilshire Center/Koreatown, four would be located in Wilshire Park, one would be located in Westwood, and one would be located at the Veteran's Administration Westwood Campus.
- Alternative 2 would result in the full or partial acquisition of 45 properties. Of these 45 acquisitions, 14 (31 percent) would be located in EJ populations. Eight would be located in Wilshire Center/Koreatown, four would be located in Wilshire Park, one would be located in Westwood, and one would be located at the Veteran's Administration Westwood Campus.
- Alternative 3 would result in the full or partial acquisition of 64 properties. Of these 64 acquisitions, 14 (22 percent) would be located in EJ populations. Eight would be located in Wilshire Center/Koreatown, four would be located in Wilshire Park, one would be located in Westwood, and one would be located at the Veteran's Administration Westwood Campus.
- Alternative 4 would result in the full or partial acquisition of 70 properties. Of these 70 acquisitions, 23 (33 percent) would be located in EJ populations. Eight would be located in Wilshire Center/Koreatown, four would be located in Wilshire Park, one would be located in Westwood, one would be located at the Veteran's Administration Westwood Campus, and nine would be located in Hollywood.



- Alternative 5 would result in the full or partial acquisition of 89 properties. Of these 89 acquisitions, 23 (26 percent) would be located in EJ populations. Eight would be located in Wilshire Center/Koreatown, four would be located in Wilshire Park, one would be located in Westwood, one would be located at the Veteran’s Administration Westwood Campus, and nine would be located in Hollywood.

Residential displacements would occur at the Wilshire/Crenshaw Station and the Wilshire/Fairfax Station. The residential displacement Wilshire/Crenshaw Station is a single family residence and is located in the Wilshire Park neighborhood, which is an EJ population. The residential displacement at Wilshire/Fairfax is a 32-unit apartment building and is located in Carthay, which is not an EJ population.

Community and Neighborhoods

The new stations and increased mobility would result in regional connection to the rest of the transit network and would result in a potential beneficial impact by increasing local access and mobility. Furthermore, the addition of stations in existing neighborhoods such as Wilshire/Fairfax, Wilshire/Rodeo and Wilshire/Westwood would be expected to enhance community cohesion by encouraging increased pedestrian activity by community members. Because the Project would be constructed primarily underground, it would not divide or bisect any communities beyond existing conditions or the No Build Alternative. In many areas, Wilshire Boulevard (and in some parts of the alignment I-405) acts as an existing barrier between communities. The proposed project would not exacerbate this situation and with stations and adjacent station area development would be anticipated to enhance pedestrian circulation patterns and connectivity to maximize ridership, resulting in a more unified community. Therefore, the Build Alternatives would not result in disproportionate impacts to EJ populations.

Visual Resources and Aesthetics

As discussed in Section 4.3, Visual Quality, based on the urban design analysis conducted for the Project, stations may contribute to enhancement of the visual quality of the neighborhoods where they would be located. Therefore, the Build Alternatives would not result in disproportionate impacts to EJ populations.

Air Quality and Climate Change

As discussed in Section 4.4, Air Quality, and 4.5, Climate Change, each of the Build Alternatives would result in reductions in VMT and corresponding reductions in exhaust emissions, with Alternative 4 resulting in the greatest decrease. All Build Alternatives would represent a decrease in greenhouse gas emissions in comparison with the No Build Alternative. A beneficial effect with respect to reducing regional criteria pollutant emissions and greenhouse gas emissions is anticipated. Therefore, the Build Alternatives would not result in disproportionate impacts to EJ populations.

Noise and Vibration

As discussed in Section 4.6, Noise and Vibration, there are no noise and vibration impacts from operation of any of the Build Alternatives. Therefore, the Build Alternatives would not result in disproportionate impacts to EJ populations.

Energy

As discussed in Section 4.7, Energy, energy required for train travel would be the primary source of energy use for the proposed project. The Build Alternatives would result in less energy consumption in comparison with No Build Alternative and would result in a beneficial energy impact. Therefore, no direct, indirect, or cumulative disproportionate adverse impacts to EJ populations associated with energy are anticipated.

Economic Vitality and Employment Opportunities

As discussed in the preceding Demographic and Economic Impacts section, permanent job loss due to property acquisition would not be concentrated in one community; rather such losses would occur throughout the proposed alignment and would affect many communities, regardless of demographic or socioeconomic character. Therefore, the Build Alternatives would not result in disproportionate impacts to EJ populations.

In addition, the Build Alternatives would significantly contribute to the general economic vitality, including new construction-related jobs and long-term jobs during the subway operation. Most businesses along the proposed alignment would be expected to benefit from operation of the Build Alternatives as mobility would be increased throughout the Westside and greater Los Angeles area resulting in an increase in pedestrian activity around the stations, and a beneficial increase in potential customers.

Environmental Justice Determination

No minority or low-income communities were identified to have potential disproportionately high and adverse effects in either the analysis of the Project or as a finding of the public outreach activities. As a result, no additional special measures were required by the USDOT Order on Environmental Justice (USDOT 1997).