DRAFT

TECHNICAL REPORT

SOCIAL AND COMMUNITY IMPACTS

LOS ANGELES RAIL RAPID TRANSIT PROJECT
"METRO RAIL"

Draft Environmental Impact Statement and
Environmental Impact Report

Prepared by

THE PLANNING GROUP, INC.

Prepared for

U.S. Department of Transportation
Urban Mass Transportation Administration

and

Southern California Rapid Transit District

June 1983

Funding for this project is provided by grants to the Southern California Rapid Transit District from the United States Department of Transportation, the State of California, and the Los Angeles County Transportation Commission.

SCRTD ADDENDUM

to the

Technical Report

on

Social and Community Impacts

The Aerial Corridor in the DEIS is the Lankershim South Aerial Corridor (Chapter XX) and the Lankershim North Aerial Corridor (Chapter XXI) with a modification. In this document the Lankershim North Aerial Corridor alignment is on-street until a point near Hesby Street, when the line curves to the east side of Lankershim Boulevard and proceeds parallel and adjacent to it. This segment of the Aerial Corridor in the DEIS has been modified so that the alignment is on-street along the entire portion of the corridor. This modification eliminates all direct displacements which have been estimated in this report, however, all other projected impacts remain the same.

The optional Hollywood Bowl station is not covered in this report. An assessment of this station will be included in the final Social and Community Impacts Technical Report.

A significant effort has been made to involve the community in the Metro Rail planning process through the Community Participation Program. As a result of this on-going community involvement, the maintenance of essential neighborhood qualities has been an integral objective in the planning of station location and design. To be responsive to this community input, changes aimed at the minimization of adverse social impacts have been made during all stages of the planning process. Since much of the social impact assessment contained in this report was prepared at an early stage in the planning process, some of these changes have not been included. All of these changes have been reexamined and a revised and updated assessment will be provided in the final Social and Community Impacts Technical Report.

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APPENDICES

I. INTRODUCTION

SCOPE OF SOCIAL IMPACT ANALYSIS

Historically, transportation projects have been cause for concern by many residents in neighborhoods adjacent to those projects. Although the projects increase resident mobility, the price has often been divided communities, increased congestion within local neighborhoods, and greater noise and air pollution. Because social impacts result from the interaction of all other types of impacts, this volume develops and utilizes an unique social impact methodology to determine the potential effects of Metro Rail. All environmental impacts resulting from Metro Rail are interpreted and evaluated through neighborhood-specific analyses relying on a resident survey probing both local activity patterns and neighborhood values.

Metro Rail's social and community impacts must be viewed as dynamic. They not only interact with each other but develop over time. Therefore, this report has to be understood as the study of the increment of negative and positive changes set in the context of general trends already in progress or those which can be readily anticipated. Accurate and useful social impact analysis must incorporate this approach in order to devise mitigation options precise and powerful enough to offset the negative social impacts generated by previous transportation projects. This report presents the results of this social impact analysis in two overlapping ways.

1. Chapter II, the "Regional Core Overview," presents the basic issues and categories of environmental impacts, social impact research strategies, general findings, and a list of recommended mitigation options.

2. Chapters III through XXIV present analyses of local demographic conditions, activity patterns, facilities and services, short range impacts, long range impacts, and anticipated displacement in station environs and aerial impact corridors. They combine secondary sources and primary data to present past, present, and future trends in each study area in order to determine the probable effects of Metro Rail's construction and operation.

Those who are particularly interested in the research approach used to develop this report should review the appendices which follow the station environs and corridor analyses. These appendices include discussions of many different methodological issues, as well as lists of key informants and the survey instruments used to interview informants and residents. Summary statistical tables can be found in the "Regional Core Overview."

RELATIONSHIP OF METRO RAIL GOALS TO SOCIAL IMPACT ANALYSIS

The Metro Rail goals and guidelines adopted by the SCRTD Board in 1979 have strong social implications for the communities adjacent to station sites and line segments. These goals and their relationship to the social setting and impacts along the Metro Rail alignment are described below.

1. Improve mobility of people and enhance access to employment and urban services. This social analysis relates to this goal in several ways. The discusion of

Baseline Conditions inventories the services and facilities currently available to each station and line segment community and explains how and to what extent they are utilized by local communities. The discussion identifies the most frequently used routes and most common transportation modes for each community.

The Impact Assessment section considers how use of local facilities and access routes will be modified by Metro Rail. Because accessibility is an important behavioral variable, it is the key to understanding the direct and indirect impacts of Metro Rail in both the short term during construction, and in the long term during operations.

Where serious negative impacts appear at each station or line segment, the Mitigation section identifies these impacts and proposes mitigation which can be used to remedy them.

2. Minimize displacement, disruption, disturbance, and noise to residential and employment areas in the Regional Core. The Baseline Conditions section examines the types of displacement and disturbances that presently occur in station environs and attempts to forecast them for the year 2000 under the No Project Alternative. Direct and indirect displacement are dealt with in the Impact Assessment section. The impacts of disruption and disturbance are projected by evaluating the environmental impacts on station communities in the context of the characteristics valued by each community. Where negative impacts appear on valued characteristics in the station environs, the most disruption and disturbance is assumed to appear. Where displacement, disruption, and disturbance occur to the station and line segment communities over that which would occur under the No Project Alternative, mitigation options are proposed. They are presented with the provision that the final selection of the mitigation program be made in conjunction with the community.

II. REGIONAL CORE OVERVIEW

BASELINE CONDITIONS

Introduction

This report on existing social conditions in the station environs and line segment corridors fulfills three purposes.

Purpose 1: To provide station-specific objective socio-economic baseline data against which future social changes can be measured. Three measures were used to build this dateline.

> Measure a: Community demographics, especially for special users, based on 1980 Census data.
>
> Measure b: Existing social services and public facilities based on land use maps and field examination.
>
> Measure c: Community activity patterns based on a survey of residents living near station sites.

Purpose 2: To provide station-specific data on values which can be used to calibrate environmental impacts by their subjective importance to a given community. Two measures were used.

> Measure a: A listing of the most and least valued characteristics of each station is based on a survey of residents living near the proposed station site. When possible, these findings were compared to relevant research from other Metro Rail consultants.
>
> Measure b: Advice to SCRTD on Metro Rail alternatives based on minutes of public community meetings and reports prepared by Hollywood and North Hollywood community groups.

Purpose 3: To provide data on long term socio-economic trends and events which can be used to develop updated baselines against which future social changes can be evaluated and measured. Two measures were used.

> Measure a: Resident and key informant perceptions of major trends and events based on survey findings.
>
> Measure b: Corroboration of these survey findings through No Project Alternative scenarios devised by other Metro Rail consultants.

Negative social impacts cannot be predicted without these three general types of information. First, the baseline data provides a simple index of change. Second, the community values data provide a method to control for the subjective differences between communities. For analytic purposes they are assumed to be constant because there is no known way to reliably anticipate changes in community values. Third, the trend and event data provide a way to control for the extraneous factors and internal changes which continually appear in any community. Except for dis-

placement, this type of analysis is limited to estimates of the general types, likelihood, and extent of future social impacts. The enormous number of existing variables, some af which are subjective, and the emergence of new variables make more exact predictions impossible. For this reason, the analysis of Metro Rail's social impacts requires continued monitoring of local conditions and evaluation of mitigation programs. This is the only method for refining probability estimates of the likelihood and extent of social impacts on specific communities.

Socio-economic Baseline Data

The first purpose of describing existing social conditions in the station environs and line segment corridors is to develop baseline data against which future social changes and impacts can be measured. When possible, this information has been presented in quantitative form. These benchmarks are assumed to result from external factors, although it should be noted that, in reality, they can also function as causes of further social change.

Demographic Statistics. 1980 census data were compiled at the station environs and line segment corridor level for total population, ethnicity, age, household type and size, housing units, income, and the handicapped. These data provide statistical measures of personal behavior (e.g., moving out of a neighborhood) which translate into community patterns. This information is presented in a series of tables which deal with the general population, but also allow readers to focus in on the special (transit dependent) user group in each station.

Total Population and Ethnicity. Table II-1 lists for each station environs total population and the major census categories for race and ethnicity. In addition to providing an important demographic picture of each station, especially the presence of special user groups, it also indicates gradients of demographic change along the alignment. For example, the station environs in the eastern section of the alignment have greater percentages of racial and ethnic minorities; stations in the west and north have lower percentages.

This information can only be interpreted when combined with the following contextual information. First, some stations contain significant ethnic representation which is not accurately reflected in census data. For example, Beverly/Fairfax has been an important center for the Los Angeles Jewish community for at least four decades. This fact, however, is not documented by the Census except as it overlaps with data on country of birth or non-English mother tongues. Similarly, in some areas of Hollywood, there has been large immigration from the Middle East, specifically Armenians. Direct information on them, as well, is not reported by the Census. Second, ethnicity is not uniformly distributed within each station environs. In the mid-Wilshire area, for example, the station environs incorporate socially and geographically distinct communities. This important contextual information is provided in each of the subsequent station chapters of this technical report.

Age Structure. Table II-2 summarizes the age structure of the population in each of the station environs. This table facilitates an analysis of two major transit dependent groups: youths (i.e, ages 5-19) and elderly (i.e., ages 65 and above). However, the table can also be used for other purposes. By carefully differentiating those in their middle years and controlling for sex, it is possible to identify stations which have a large number of women in their child bearing and rearing years. These

TABLE II-1

TOTAL POPULATION BY ETHNICITY

	Total Population	Percent of Population by Ethnicity				
		Hispanic	White	Black	Asian and Amer. Indian	Other
Union Station	6,194	38%	7%	7%	45%	2%
Civic Center	6,300	28%	29%	14%	28%	1%
Fifth/Hill	9,721	26%	44%	22%	7%	1%
Seventh/Flower	14,065	56%	28%	8%	6%	2%
Wilshire/Alvarado	39,530	63%	22%	3%	8%	2%
Wilshire/Vermont	24,966	45%	30%	5%	18%	2%
Wilshire/Normandie	33,575	30%	32%	10%	25%	3%
Wislhire/Western	29,164	22%	35%	14%	25%	3%
Wilshire/Crenshaw	14,472	17%	45%	12%	23%	3%
Wilshire/La Brea	13,344	6%	68%	18%	8%	1%
Wilshire/Fairfax	13,905	4%	78%	12%	5%	1%
Fairfax/Beverly	12,088	4%	91%	1%	3%	1%
Fairfax/Santa Monica	20,893	6%	89%	2%	2%	1%
La Brea/Sunset	19,282	15%	74%	6%	4%	2%
Hollywood/Cahuenga	14,398	24%	59%	8%	7%	2%
Universal City	5,133	8%	86%	2%	3%	1%
Vineland/Magnolia*	9,444	24%	68%	2%	4%	1%
North Hollywood	8,959	27%	66%	3%	3%	1%
Aerial Corridor*						
Lankershim Segment	6,585	10%	85%	1%	3%	1%
Vineland Segment	4,285	24%	67%	3%	4%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Note: Percentages have been rounded off.

*Not included as part of the Locally Preferred Alternative. They represent impact areas for other alternatives considered in preparing the Draft EIS/EIR.

TABLE II-2

AGE STRUCTURE

	Total Population	Percentage of Population by Age Group							
		0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
Union Station	6,157	6%	26%	9%	17%	13%	10%	8%	11%
Civic Center	6,230	3%	11%	10%	18%	15%	15%	13%	16%
Fifth/Hill	9,604	2%	6%	9%	19%	15%	16%	15%	19%
Seventh/Flower	13,939	7%	14%	13%	20%	12%	10%	10%	16%
Wilshire/Alvarado	39,018	9%	16%	14%	23%	11%	6%	7%	13%
Wilshire/Vermont	24,954	7%	13%	14%	26%	12%	8%	7%	14%
Wilshire/Normandie	33,571	6%	12%	14%	28%	12%	8%	8%	13%
Wilshire/Western	29,151	6%	11%	13%	28%	12%	9%	8%	13%
Wilshire/Crenshaw	14,472	5%	12%	10%	23%	12%	10%	11%	17%
Wilshire/La Brea	13,311	3%	10%	6%	18%	10%	9%	11%	33%
Wilshire/Fairfax	13,905	2%	7%	5%	14%	9%	8%	13%	42%
Fairfax/Beverly	12,088	4%	10%	6%	18%	8%	8%	13%	34%
Santa Monica/Fairfax	20,887	2%	9%	8%	23%	12%	10%	12%	26%
La Brea/Sunset	19,232	3%	9%	11%	27%	13%	10%	10%	19%
Hollywood/Cahuenga	14,315	5%	12%	13%	29%	12%	9%	8%	12%
Universal City	5,130	3%	8%	11%	28%	13%	13%	12%	13%
Vineland/Magnolia*	9,444	7%	15%	12%	25%	11%	9%	8%	13%
North Hollywood	8,931	6%	15%	13%	25%	12%	9%	7%	12%
Aerial Corridor*									
Lankershim Segment	6,585	3%	11%	11%	25%	12%	11%	12%	15%
Vineland Segment	4,285	6%	15%	12%	25%	12%	10%	8%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

*Not included as part of the Locally Preferred Alternative. They represent impact areas for other alternatives considered in preparing the Draft EIS/EIR.

stations may experience large natural increases in population. If current facilities are already near capacity, this growth can lead to a taxing of facilities, such as parks, schools, and entertainment and recreational facilities.

The table also helps identify, when compared to data which may be compiled in subsequent studies, which station environs are undergoing the most significant demographic changes. For example, many of the station environs are expected to experience an increase in overall population, as well as an increase in younger, higher income white collar workers. In some cases, they will be moving into the new housing projected for the station environs. In other cases, they will supplant existing residents through a gentrification process.

Population Density and Overcrowding. An important indicator of population density and overcrowding is the number of people per household. In general, the higher the number, the greater the extent of overcrowding. This can be further seen in Table II-3, along with the number of households with five or more people, another indication of potential overcrowding. When this information is used in a time series, it can demonstrate change in overcrowding over several decades. When combined with other measures of density based on land use, a picture of community change can also be developed. General increases in density may forecast a greater demand for local services and facilities.

Selected Special User Groups Characteristics. In addition to youth, ethnic minorities, and the elderly, other important (transit dependent) special user groups reside in the station environs. They are low income groups, the handicapped, and autoless households. Table II-4 displays significant differences among the station environs for selected special user characteristics.

Information on income was collected in the survey of respondents and key informants and compared with census data. In addition to offering an important differentiation among station environs and suggesting gradients of socio-economic change along the station environs, the data are an indirect indicator of the presence of low income residents. In general, the lower the average income, the greater the percentage of low income groups.

The presence of handicapped individuals was divided into two types of disabilities by the Census. Transit disabilities refer to those who cannot easily use normal transit. Without special assistance they are confined to the local area. Work disabilities, a broader indicator of the presence of the physically handicapped, refer to all those of working age (16-65 years) who, for the last six months, have had a disability which prevented them from working.

Finally, one of the most important indicators of transit dependence is the number of autoless households. This category overlaps with other categories, particularly low income and the elderly. A high percentage of this group can be assumed to be potential Metro Rail riders.

Housing Characteristics. Housing statistics are presented in Table II-5. Readers are encouraged to refer to the SCRTD Technical Report on Land Use and Development Impacts for details on local real estate market trends and expected land use changes.

The categories of renter and owner occupied generally indicate a differentiation between single-family homes and apartments in the station environs. However, because some homes are rented, it is not an exact indicator. Owner occupied median

TABLE II-3

HOUSEHOLD CHARACTERISTICS

	Total Households	Average Number of Persons per Household	Percent of Households With Five or More Per Household	Persons Living in Household With 1.01+ Persons	
				Population	Percent
Union Station	1,525	3.2	26%	2,945	48%
Civic Center	2,411	1.6	6%	1,546	25%
Fifth/Hill	5,139	1.2	1%	1,585	16%
Seventh/Flower	7,599	1.8	7%	6,905	49%
Wilshire/Alvarado	16,344	2.3	11%	22,598	57%
Wilshire/Vermont	12,284	2.0	7%	11,139	45%
Wilshire/Normandie	17,475	1.9	6%	12,941	39%
Wilshire/Western	15,371	1.9	5%	9,588	33%
Wilshire/Crenshaw	7,329	2.0	6%	3,535	24%
Wilshire/La Brea	7,575	1.8	3%	1,027	8%
Wilshire/Fairfax	8,423	1.7	2%	670	6%
Fairfax/Beverly	5,732	2.0	4%	697	6%
Santa Monica/Fairfax	11,912	1.7	2%	2,241	11%
La Brea/Sunset	11,312	1.7	3%	2,945	15%
Hollywood/Cahuenga	7,591	1.8	5%	3,526	25%
Universal City	2,911	1.7	2%	283	6%
Vineland/Magnolia*	4,863	1.9	5%	1,825	19%
North Hollywood	4,462	2.0	6%	1,853	21%
Aerial Corridor*					
Lankershim Segment	3,632	1.8	3%	433	7%
Vineland Segment	2,224	1.9	6%	837	20%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

*Not included as part of the Locally Preferred Alternative. They represent impact areas for other alternatives considered during the preparation of the Draft EIS/EIR.

TABLE II-4

TRANSIT DEPENDENT GROUPS

Station Environs	TRANSIT DISABILITY[1] Total Population	Percent	WORK DISABILITY[2] Total Population	Percent	HOUSEHOLDS WITH VEHICLE ACCESS Total Population	Percent	ANNUAL FAMILY INCOME Median	Mean
Union Station	129	4.0	188	5.9	532	45	$ 9,091	$ 12,624
Civic Center	317-	6.6	692	14.5	448	20	9,215	12,019
Fifth/Hill	553	6.0	1,592	17.2	434	8	8,486	10,261
Seventh/Flower	530	4.5	1,281	10.9	1,613	22	9,818	11,606
Wilshire/Alvarado	1,767	5.7	2,315	7.4	7,542	46	10,045	12,231
Wilshire/Vermont	768	3.6	1,195	5.7	6,770	55	11,376	13,749
Wilshire/Normandie	961	3.3	1,704	5.9	10,859	62	12,368	15,439
Wilshire/Western	1,053	4.2	1,681	6.6	10,737	70	16,010	18,423
Wilshire/Crenshaw	650	5.1	860	6.7	5,539	74	18,874	24,204
Wilshire/La Brea	897	7.6	671	5.7	5,132	69	21,482	27,571
Wilshire/Fairfax	1,015	8.0	530	4.2	6,034	73	22,040	25,673
Fairfax/Beverly	531	5.4	5144	5.3	4,039	72	19,284	23,918
Fairfax/Santa Monica	878	4.5	1,266	6.5	9,067	76	14,637	18,593
La Brea/Sunset	743	4.2	1,111	6.2	8,465	74	15,260	22,154
Hollywood/Cahuenga	394	3.2	986	8.1	5,069	68	13,649	19,464
Universal City	105	2.2	221	4.7	2,620	92	48,695	40,547
North Hollywood	293	4.0	494	6.7	3,803	86	15,978	19,103
Aerial Corridor Lankershim Segment	219	3.6	317	5.2	3,372	90	20,872	29,959
Vineland Segment	156	4.3	223	6.2	1,946	85	$ 15,033	$ 17,462

[1] Transit disability refers to those residents of working age (16 to 65 years) with physical handicaps who cannot easily use normal transit.

[2] Work disability, a broader indicator of the number of physically handicapped residents, refers to all those of working age (16 to 65 years) who have had a disability which prevented them from working during the last six months.

TABLE II-5

HOUSING CHARACTERISTICS

	Total Year Round Units	Renter Occupied	Owner Occupied	Vacancy Rate	Owner Occupied Median Value	Median Contract Rent
Union Station	1,525	93%	7%	4%	$103,100	$ 146
Civic Center	2,916	81%	2%	17%	110,000	126
Fifth/Hill	6,276	81%	1%	18%	--[1]	128
Seventh/Flower	8,707	86%	1%	13%	72,500	141
Wilshire/Alvarado	17,193	92%	3%	5%	78,800	174
Wilshire/Vermont	12,974	92%	3%	5%	85,200	198
Wilshire/Normandie	18,444	92%	3%	5%	102,600	230
Wilshire/Western	16,178	89%	6%	5%	124,500	247
Wilshire/Crenshaw	7,649	84%	10%	4%	146,300	239
Wilshire/La Brea	7,755	82%	16%	2%	144,200	277
Wilshire/Fairfax	8,670	85%	12%	3%	146,100	291
Fairfax/Beverly	5,839	69%	29%	2%	132,000	265
Fairfax/Santa Monica	12,448	86%	10%	4%	118,400	269
La Brea/Sunset	12,145	85%	8%	7%	128,600	260
Hollywood/Cahuenga	8,048	82%	13%	6%	131,300	218
Universal City	3,036	66%	30%	4%	173,400	270
Vineland/Magnolia[2]	5,110	77%	18%	5%	91,100	238
North Hollywood Aerial Corridor[2]	4,715	76%	19%	5%	86,100	235
Lankershim Segment	3,794	66%	30%	4%	134,200	259
Vineland Segment	2,354	77%	18%	5%	90,000	232

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Data suppressed in census reports.

[2]Not included in the Locally Preferred Alternative. They represent impact areas of other alternatives considered during the preparation of the Draft EIS/EIR.

home value is also closely related to these income patterns, as well as market forces in the local area. Because this census data was collected in 1980, it underestimates current market values. The same caution should be used in interpreting median contract rents. Even with rent control in the City of Los Angeles, rent could have legally risen 21 percent since the 1980 census. If this factor is combined with turnover among apartments, the rent figure would now be higher. Information from key informants suggests these median rental figures seriously underestimate current market conditions.

The figures on vacancy rate are also subject to fluctuation over time. Due to the gradual increase of population in most station environs, as well as the lack of new housing, current levels are probably lower than in 1980.

Public Facilities. Field work and an analysis of land use maps were used to identify all local social services and public facilities in station environs and line segment corridors. This information has been presented on maps found in the station chapters. Statistical summaries of each of these maps are presented in Table II-6. The facilities are divided into public institutions (e.g., fire station), social-cultural (e.g., youth center), health (e.g., public clinic), and park-open space uses.

As an indicator of existing conditions, this data must be analyzed within the context of other station environs measures. For example, if certain population subgroups, such as the elderly, form a significant portion of the local population, then the presence (or absence) of senior-oriented services and facilities is an important neighborhood feature.

Social Activity Patterns. Primary survey data on resident activity patterns were collected for each station environs. This survey focused on the accessibility patterns for residents who resided within a quarter-mile of proposed station sites (i.e., the station area). When used as a data baseline, it facilitates an analysis of the immediate behavioral changes induced by Metro Rail.

Use of Local Facilities. Every community has its own unique combination of neighboring, socializing, social services, public facilities, and commercial firms. Their utilization patterns cannot be deduced by simply knowing the population characteristics of a community. It is also necessary to have contextual data on the extent to which they appear among or are used by local residents. Thus, respondents to the survey were presented a map of all known local facilities and services and asked which ones they tended to use, as well as where they went to visit neighbors and friends, participate in voluntary groups, and for recreation. A second purpose of this question was to determine which elements of the local community tended to use these facilities and services the most. Resident groups with the most extensive local patterns were presumed to be the most dependent on local amenities.

Travel Patterns. After respondents indicated local friendship patterns and which local private and public services they tended to use, they were asked about their travel routes for shopping, services, recreation and socializing. Residents were asked if they usually walked, drove, or rode public transit. This information on the patterns of local residents was supplemented by interviews with key informants knowledgeable about the local community. They were asked to generalize about the socializing and utilization patterns, access routes, and transportation modes typical for local residents.

TABLE II-6

SOCIAL SERVICES AND PUBLIC FACILITIES
Total Number of Facilities/Services

Station Environs	Public/ Institutional	Social/ Cultural	Health	Parks/ Open Space
Union Station	10	13	2	2
Civic Center[1] Fifth/Hill	19	11	0	3
Seventh/Flower	5	7	3	0
Wilshire/Alvarado	6	19	11	2
Wilshire/Vermont	9	16	2	2
Wilshire/Normandie	8	17	1	1
Wilshire/Western	10	9	0	1
Wilshire/Crenshaw	7	11	1	2
Wilshire/La Brea	7	9	0	1
Wilshire/Fairfax	4	6	4	2
Fairfax/Beverly	4	16	3	2
Fairfax/Santa Monica	9	7	1	0
La Brea/Sunset	7	16	1	2
Hollywood/Cahuenga	13	8	3	2
Universal City	3	1	0	2
Vineland/Magnolia[2]	6	14	2	1
North Hollywood	8	13	2	1
Aerial Corridor[2]				
Lankershim Segment	6	3	0	2
Vineland Segment	3	4	1	0

Source: Field survey by The Planning Group, Inc., 1982

[1]Statistics on these two stations were combined because of overlapping station environs.

[2]Not included in the Locally Preferred Alternative. They represent impact areas of other alternatives considered during the preparation of the Draft EIS/EIR.

The importance of this baseline on local behavior is that it provides an excellent measure of how externally imposed changes on the local environment are most likely to affect the behavior of local residents. Will it eliminate or reduce access to shopping, services, facilities, or friends for all local residents or specific subgroups? Will it force hardships on special user groups, or the general population, who must then either do without amenities or travel a longer, more circuitous route to access them? Will detours of local streets force additional traffic through neighborhood side streets? Will increased difficulties in using a particular transportation mode stimulate residents to switch to another mode? These and related questions can be substantially answered by this data baseline. It is, therefore, an excellent measure from which predictions about the social changes and impacts imposed by Metro Rail can be made.

Community Values

Community values are used to calibrate expected social impacts to specific communities. Even if the objective features of a community are known, and even if the features of Metro Rail are also known, they cannot be easily combined to predict either the likelihood or extent of a social impact. This depends, in varying degrees, on the emotional feelings residents hold about their community. If they are indifferent about a potential impact, such as blocking access to a facility, the impact may be of little consequence. There will be little personal hardship, voluntary new behavior, or mobilization of local citizen groups--three possible indices of the extent of an impact. But, if the community values the facility--even if they do not regularly use it—the results could be quite different. Personal hardships, voluntary new behaviors, or civic mobilization could all appear.

For analytical purposes, the values are assumed to be constant. Attributes which are currently valued will continue to be valued throughout the impact time frame. Future research can be used to test this assumption. For example, a change in community demography could easily cause a shift in attitudes about the community's characteristics. Alternately, it may be that characteristics lead public opinion: a school will not be valued until it is removed or built in a community.

Data on community attitudes were collected in two different ways: a resident survey and a review of public meeting notes and reports. Respondents were asked an open-ended question or what characteristics (i.e., attributes) of their local community had encouraged them to live there. From these, the three most common characteristics were identified (see Table II-7). Meetings were held by SCRTD as part of the Milestone Process and as part of the Special Alternatives Analysis in Hollywood and North Hollywood. In addition to direct observation of most of these meetings, SCRTD meeting notes were reviewed, along with planning aids and final reports which emerged from the Special Alternatives Analysis. Because the participants at these meetings were drawn from a large area, their opinions are not as geographically specific as the respondent surveys. Therefore, these meeting data were used as supportive material. Where there was no survey data, public meeting data were relied upon and so noted.

The following description of community attributes also includes references to the Draft EIS/EIR and other Technical Reports where the subjective impressions of survey respondents can be corroborated or refuted by the data used in the impact analysis.

Accessibility. Accessibility includes all references to local travel and some types of regional travel such as proximity to freeways. It not only corresponds to behavioral variables, but can be examined further in the EIS section on Transportation.

TABLE II-7

COMMUNITY VALUES

Station Environs	Accessibility	Visual Appearance	Stability	Quiet	Central Location	Inexpensive Housing	Convenient Amenities	Good Public Service Transit	Proximity to Work	Neighborhood Atmosphere	Ethnic Homogeneity	Traffic Congestion	Crime	Deterioration	Prostitution	Filth
	POSITIVE VALUES											NEGATIVE VALUE				
Downtown[1]																
Wilshire/Alvarado					●			●			●		●			
Wilshire/Vermont												●				
Wilshire/Normandie					●		●	●					●			
Wilshire/Western					●		●	●					●			
Wilshire/Crenshaw			●		●					●						
Wilshire/La Brea					●	●		●								
Wilshire/Fairfax					●		●			●		●				
Fairfax/Beverly							●	●			●					●
Fairfax/Santa Monica							●	●		●						●
La Brea/Sunset					●		●		●					●		
Hollywood/Cahuenga							●	●	●				●			
Universal City	●		●							●				●		
Vineland/Magnolia	●		●							●			●			
North Hollywood	●					●	●						●			
Aerial Corridor, Lankershim Segment		●	●							●				●		
Aerial Corridor, Vineland Segment		●	●							●				●		

[1] No community surveys were undertaken for the Downtown Station environs.

Visual Appearance. Visual appearance included comments such as "good neighborhood vistas." These issues are discussed in the SCRTD Technical Report on Aesthetics. This is a particularly important variable in the evaluation of the Aerial Option.

Stability. Stability was derived from residents' comments about the number of years they, as well as their friends and neighbors, have lived in the neighborhood. It also suggests feelings about community identification.

Quiet. Quiet was usually expressed in terms of neighborhood tranquility and is related to pedestrian and traffic volumes. Further discussion on tranquility-related issues can be found in the EIS sections on Noise and Vibration and Transportation.

Central Location. Central location refers to short travel times to important amenities throughout the Regional Core.

Inexpensive Housing. Inexpensive housing incorporates comments by both renters and owners, although the major concern of residents pertained to rent. Actual data on rent structures that can be used to confirm the respondent's answers can be found in Table II-5. A related discussion on changing land uses as an important market force affecting the cost of future housing in station environs can be found in the SCRTD Technical Report on Land Use and Development Impacts.

Convenient Amenities. Convenient amenities incorporates a range of responses dealing with the extent and quality of local shopping, social services, public institutions, and recreational and cultural opportunities. This attribute has been examined further in Table II-6 which lists the number of social services and public facilities in each station environs.

Good Public Transit. Good public transit is closely related to the values of accessibility and central location. However, it specifically concerns attributes of local bus service, such as headways, travel times, and number of lines serving the local community. Further discussion on bus service can be found in the EIS section on Transportation.

Proximity to Work. Proximity to work was most frequently mentioned by residents of the central and inner city. In their case, proximity meant both the availability of employment in the immediate area, as well as easy accessibility to employment in other sections of the Regional Core, especially the downtown.

Neighborhood Atmosphere. Neighborhood atmosphere is an eclectic category used for comments about emotional aspects or attachments to a neighborhood. A typical example was references to the "cosmopolitan nature" of the areas in which the respondent lived. The Technical Report on Aesthetics and on Crime Impacts present data on particular aspects of neighborhood atmosphere.

Ethnic Homogeneity. The issue of ethnic homogeneity is closely related to stability. For neighborhoods with large percentages of racial or ethnic minorities--whether new centers such as Alvarado for Hispanics, or older ethnic centers such as Beverly/Fairfax for Jews--ethnic homogeneity was expressed in terms such as "I feel a part of the local area because I'm (X)." Variables in this chapter which relate to ethnic homogeneity are presented in Table II-1 and Table II-7. Further references to ethnicity, especially immigration trends, are found in the following discussion of long term trends under the No Project Alternative.

Negative Impacts. Most comments on negative neighborhood characteristics referred to crime and safety. The most commonly mentioned crimes were street safety and prostitution. The latter is an important concern of the residents of the Hollywood station environs. A discussion of these security issues can be found in the SCRTD Technical Report on Crime Impacts.

It is important to note that even if these other "objective" sources of data on locally valued (or disliked) characteristics cannot substantiate local opinion, they do not detract from their importance to local residents.

Long term Socio-economic Trends

Because so many forces are simultaneously at work in each of the station neighborhoods and line segment corridors, because these forces interact with each other, and because these forces are changing and being supplemented by still other forces, it is impossible to make a social impacts assessment of a future project without careful consideration of ongoing changes in each community.

The major trends considered in the EIS and in this social impacts analysis are:

- Traffic - Levels of vehicular traffic are projected to continually increase in the Regional Core. This will result in more street congestion, longer travel times, safety problems, and a general reduction in regional accessibility.

- Bus Service - Under the No Project Alternative bus service is scheduled to increase throughout the Regional Core. Regional accessibility should increase but the quality of service may decline as traffic congestion continues to worsen.

- Immigration - Immigration is difficult to predict because it depends on foreign political and economic conditions as well as United States immigration laws. Los Angeles is now the largest center of first entry in the United States, and this feature is expected to continue over the next two decades. The areas of the Regional Core which now receive the most immigrants are Chinatown, Westlake, mid-Wilshire, Fairfax, Hollywood, and North Hollywood. These neighborhood trends are assumed to continue and are discussed in the station write-ups which follow.

- Population - Under SCAG-82A and -82B growth forecasts, population is expected to continually increase throughout the Regional Core. Projections and their land use implications are presented in the SCRTD Technical Report on Land Use and Development Impacts.

- Housing - In response to population growth and to market forces, the supply of housing units will increase at most station areas. Most of this new housing will be for middle and upper income groups and will induce local demographic change. Furthermore, the ownership of some existing housing will slowly transfer to middle and upper income groups who have been increasingly forced out of the new housing market. The anticipated changes under both the No Project Alternative and the Metro Rail alternatives are also presented in the Land Use and Development section of the EIS.

- Density - As the numbers of people and housing increase at most station areas, density will, by definition, increase. This in turn may alter the existing charac-

teristics of neighborhoods by increasing congestion and taxing the existing social and transportation infrastructures. These social consequences of increased density have been noted in the station group analyses presented later in this chapter.

- Events - In addition to socio-economic trends, the appearance of unique events can dramatically affect a local area. The primary type of unique event to be incorporated into the social impacts analysis is major commercial developments in station areas. Significant projects, such as those of the CRA in downtown and North Hollywood, will change the characteristics of existing neighborhoods. These projects also have been noted in the SCRTD Technical Report on Land Use and Development Impacts.

Community Overview

The following summaries incorporate three types of information: baseline conditions, community values, and trends and events. Their focus is on the latter in order to determine what general changes will have occurred in the station environs between 1980 and the year 2000. Except for planned increases in SCRTD bus service, this projection of station environs' trends and events constitutes to the EIS No Project Alternative. It provides a backdrop against which the Locally Preferred Alternative, the Aerial Option, and the Minimum Operable Segment can be measured.

Stations that are sociologically similar have been grouped together in these summaries. These aggregations of adjacent stations are referred to as station groups.

Downtown (CBD). The downtown station environs have relatively low residential populations, consisting primarily of minorities with relatively even age distributions. Downtown residential development would probably change the ethnic and economic composition of these station environs. Middle- to upper-income-oriented condominium projects are likely to attract new residents who will raise the median income while decreasing the percentage of minority population. The elderly population may also increase when additional housing for the elderly is built.

Union Station. The immediate station area borders on the industrial periphery of the CBD and is near several ethnic communities on the east side of the downtown area: Chinatown, Little Tokyo, and expanding Hispanic areas. The social fabric of the area is characterized by an overall resident population approximately 45 percent Asian, primarily Chinese, and 39 percent Hispanic, mostly Mexican. These residential areas are transitional low-income areas strongly divided by ethnic background with very territorial populations. The Union Station architecture, important nearby public places, and ethnic contrasts create a strong image and draw significant tourist and pedestrian trade to the area. Olvera Street, the Pueblo, and Chinatown are regional attractions, generating activity both day and night. The primary traffic artery is Alameda Street, although pedestrian movement is concentrated in the areas around Olvera Street and on parking areas to the west and north.

Civic Center. Government buildings, Civic Center Plaza, the Mall, and the Music Center Complex to the north are the major focuses of the station area. Along Hill Street, just to the west of the proposed station entrances, lies a portion of the high density Bunker Hill housing development primarily for the elderly.

Fifth/Hill. This station area lies in the heart of the CBD. The Pershing Square area offers pedestrian access to a number of important activity centers--retail

commercial shopping on Broadway, the Jewelry Mart, Grand Central Market, Spring Street, the Biltmore Hotel, and the Main Library. The focus of the area for residents, employees, and tourists is Pershing Square. The plaza is heavily used during daylight hours, attracting tourists, vagrants and youth gangs, and downtown employees during lunch. After office haurs the area becomes unsafe for pedestrian activity.

Seventh/Flower. This station area contains the important office, retail shopping, and financial buildings of the CBD, with access ta Seventh Street retail stores. As a result, Seventh Street is a major auto and pedestrian artery through the Central Business District. Pedestrian volume is heavy during the day. Housing is located on the periphery of the station environs in the South Park and the Convention Center areas.

Westlake. The Wilshire/Alvarado station environs is in transition and contains a predominantly young, Hispanic population. The area serves as a port of entry for Central Americans. Shops and services are well patronized by this largely low income population. Residents value the ethnic homogeneity of the area, as well as its central location and good public transportation, characteristics all expected to continue. The Hispanic population will probably increase in the area because rentol rates are comporatively low; the lack of new housing units may increase the already high level of overcrowding.

Mid-Wilshire. The Wilshire/Vermont, Wilshire/Normandie, and Wilshire/Western station environs are ethnically similar, with considerable white, Asian, and Hispanic populations. In the last decade, the Asian population has formed Koreatown, which continues to grow. Hispanics represent a larger percentage of the population at Wilshire/Vermont than at either of the other station environs. North of Wilshire Boulevard, incomes are higher and white residents constitute a larger percentage of the population. Overall, the population tends to be young. Important attributes of the area include central location, good public transportation, and convenient amenities. In the future, Koreatown will probably expand and Hispanics will continue to migrate westward along Wilshire Boulevard. The relatively large increase in younger members of minority groups suggest that the median age will become more youthful.

Wilshire/Vermont. The generally low-income resident population reflects a diversity of ethnic groups. The population is 45 percent Hispanic, 30 percent white, and 15 percent Asian and, in general, is relatively young—the median age is 30 years--residing almost exclusively in renter occupied units. The area is an important Wilshire Corridor location, with a very high daytime employment population and heavy volume of pedestrian and auto traffic. The hierarchy of primary auto and pedestrian traffic arteries supports the definition of the land use pattern. Wilshire Boulevard and Vermont Avenue are clearly primary, Seventh and Sixth Streets are secondary, and there are "tertiary" residential streets. The intersection of Wilshire and Vermont is a main bus transfer point.

Wilshire/Normandie. Residential areas north and south of Wilshire (north of Sixth, south of Seventh) support a large, ethnically diverse resident population: 30 percent Hispanic, 32 percent white, 10 percent Black, and 25 percent Asian. There is little overlap in the spatial and movement patterns between the area's employment and resident populations. High rise office buildings, between Howard Avenue and the Ambassador Hotel or Wilshire Boulevard, attract a large daytime employment population.

Wilshire/Western. The station area is a blend of regional and local influences: major office buildings are near neighborhood churches, retail stores, and housing. The resident and employment population are fairly independent of each other. A relatively dense population lives north and south of the office, commercial, and retail uses along Wilshire Boulevard. This population is ethnically diverse--22 percent Hispanic, 35 percent white, 25 percent Asian, and 14 percent Black--and predominantly low and low-middle income.

Crenshaw. The Wilshire/Crenshaw station environs are relatively high income areas containing sections of Hancock Park and Windsor Square. The majority of the population is white, though Hispanics and Asians together comprise 40 percent. These minority populations reside primarily south of Wilshire Boulevard. There are few public services and commercial shops in the station environs, so residents must leave the area for shopping and social services and facilities. Important attributes of the community are stability, atmosphere, and central location. The area is likely to change little because of restrictive zoning, community organization, and the relatively high incomes required to live in most of the environs. Ethnic diversity will slowly increase, however, as minority groups move west along Wilshire Boulevard.

Miracle Mile. The Miracle Mile area, containing the Wilshire/La Brea and Wilshire/Fairfax station environs, consists of a largely elderly, white population with middle incomes. Much of the population is Jewish and identifies with the nearby Fairfax/Beverly neighborhood. The commercial section of these environs is currently undergoing a gradual revival. Community surveys show the area's central location, convenient amenities, low housing costs, and good public transportation were most important. In the future, the minority population in these station environs is likely to increase slightly as middle income Asians and Hispanics move west along Wilshire, replacing elderly residents. Middle income Blacks now living south of Wilshire Boulevard are likely to move northward. Relative to other station environs, income in this cluster would remain high.

Wilshire/La Brea. The middle income resident population in the station area is 68 percent white, 18 percent Black, 8 percent Asian, and 6 percent Hispanic. The area is currently characterized by very light pedestrian traffic and mostly through auto traffic. The area has no major destinations or public spaces and attractions.

Wilshire/Fairfax. This station area serves as residential community and major regional, public activity center. It includes the following attractions: the Los Angeles County Art Museum, the Rancho La Brea Tar Pits, and the Page Museum of Natural History. The area draws visitors and tourists seven days a week, and is especially busy on weekend afternoons, when auto traffic and pedestrian activity around Hancock Park are high. The resident population in the station area is homogeneous--80 percent white and predominantly middle income.

Fairfax. The Fairfax/Beverly and Fairfax/Santa Monica station environs have large Jewish populations to which the commercial area is generally oriented. A large percentage of the population is elderly, with low to middle incomes, but in recent years many young singles and couples have moved in. Attributes valued by residents include convenient amenities and good public transportation, as well as neighborhood atmosphere and ethnic homogeneity. Though projections show few land use changes for the Fairfax/Santa Monica station environs, the Fairfax/Beverly area is projected to experience large scale office, residential, and retail development. Higher densities and a more diverse, regionally oriented commercial atmosphere would change the character of the area. The average age would continue to decline, and new

residential units would probably be oriented toward middle to upper income professionals who identify less with the area's Jewish orientation than current residents.

Fairfax/Beverly. The resident population is of predominantly eastern European, Jewish descent. The area has the highest median age (50.2 years) and the highest percentage of population over 65 years old (34 percent) of any Metro Rail station area in the Regional Core. The population is socially stable and homogeneous. The cultural and religious homogeneity is readily apparent in the physical structure of the neighborhood and in activity patterns of residents. Generally, residents are low and middle income. More than seventy percent are renters. Their territorial definition of the area is further enhanced by the proximity of neighborhood shopping, banking, cultural, religious, and entertainment facilities. In addition, two regional scale retail, tourist, and employment centers in this immediate vicinity--Farmers Market and CBS Television City-- are important regional destinations.

Fairfax/Santa Monica. The proposed station is at the intersection of Fairfax and Santa Monica Boulevards on the juncture of two very distinct communities, the Fairfax district and the west Hollywood "gay" strip. The area is high density, ethnically homogeneous (90 percent white), and 40 percent single. The resident population spans the full range of income groups.

Hollywood. The population in the La Brea/Sunset and Hollywood/Cahuenga station environs is mainly white, although there is a Hispanic minority population and a recent influx of immigrants from the Middle East. The current residents are low to middle income and many identify with the entertainment and tourist-oriented atmosphere of Hollywood Boulevard. The community survey revealed that Hollywood residents value the area's central location and proximity to work, as well as convenient amenities and good public transit. These environs would probably experience slight increases in minority and immigrant populations. New residential developments, however, would probably be oriented to higher income residents and draw new residents to the area.

La Brea/Sunset. The resident population is 75 percent white, with a Hispanic population of 15 percent. Approximately 55 percent of this population live in single person households. The area is primarily a commercial and regional employment and activity center. The commercial area includes a diverse mix of retail stores, motels, and entertainment uses, and pedestrian activity is high most of the day.

Hollywood/Cahuenga. In the heart of Hollywood, this station area has a resident population, a transient population, and a significant population of tourists, visitors, and patrons. The resident population is predominantly white, with 24 percent of the population Hispanic. Both auto and pedestrian activities are high most of the day. At night, pedestrian movement is particularly heavy.

San Fernando Valley. The Universal City and North Hollywood station environs, like the CBD, are not heavily populated. Predominantly, residents are white and have higher incomes, but the North Hollywood commercial district also contains large Hispanic communities. In the Universal City area, residents reported neighborhood stability and atmosphere to be important community qualities. Inexpensive housing and convenient amenities are the valued characteristics in the North Hollywood Station environs. Both station environs would experience dramatic land use changes by the year 2000. Office space in Universal City would increase significantly. This may not, however, affect the relatively isolated, well-buffered residential communities within the station environs. The North Hollywood Station environs are within a

CRA project area, which is expected to induce a major expansion of retail, office, and residential land uses. This CRA project would increase the elderly population and would also make North Hollywood a more regionally oriented office center.

Universal City. Most of the small, predominantly white, middle-upper income resident population live in single family dwellings in the hills south of the proposed station site, south of Ventura Boulevard. The station area has direct access to major planned and existing corporate facilities, the Campo de Cahuenga historical landmark, Weddington Park, and the residential areas south of Ventura Boulevard. Universal Studios is a major tourist attraction.

North Hollywood. The site is a juncture of light industrial, retail, public, and residential uses. The resident population is 66 percent white and 27 percent Hispanic, and predominantly lower-middle income.

Aerial Corridors. Ethnic distributions along the Aerial Corridor are similar to those in the environs of the Universal City and North Hollywood Stations. There is a large percentage of whites and a substantial Hispanic population. The community survey revealed the existing neighborhood quality to be highly valued, with visual appearance, stability, and neighborhood atmosphere the most important components. Communities along the corridor would probably experience few changes from the present trend of an increasing percentage of Hispanics and young people. Deterioration, mentioned by residents as a negative characteristic of the area, may also continue unless the proposed commercial anchors at North Hollywood and Universal City revitalize the areas near Lankershim Boulevard.

IMPACT ASSESSMENT

Introduction

The forecasting and quantification of future social impacts is complicated by numerous factors. One complicating factor inherent in social impact analysis is the continued introduction of new variables and the flux in existing variables. While changes in existing trends can be expected, new and unknown economic and political forces cannot. Nevertheless, because they may seriously modify existing trends, their predictable emergence supports the need for a periodic reevaluation of social impact variables. For example, past political forces have resulted in many new Chinese immigrants moving to the Union Station area and Latino immigrants from Central America moving to the Westlake area. These international migrations may or may not continue but, since either alternative will affect stations, they need to be ascertained.

Metro Rail will be a locally significant socio-economic force whose relative importance will vary over time and from neighborhood to neighborhood. Metro Rail's typical effect will be to retard or accelerate other trends, most of which stem from still larger forces. The probability, however, of Metro Rail becoming a major catalyst for neighborhood change at some stations should not be minimized. The identification of these changes and stations is a major purpose of this analysis. Where Metro Rail will be such a force, early warning, refined investigation, and well focused mitigation strategies are essential.

An additional complication to accurate social impact analysis is that certain changes, particularly those related to land use, can have both positive and negative components. Different population groups may be affected differently. For example, commercial development at a station site may introduce physical and psychological barriers which only impact special user groups such as the elderly. The same development may also provide new social and commercial services for the local neighborhood which will benefit other residents.

In summary, an accurate social impacts analysis must overcome a variety of barriers which stem directly from the complexities of neighborhood change. The methodology of this impacts assessment is based on the dynamic and interactive cause and effect relationships which exist within station environs. Metro Rail induced environmental impacts, such as traffic, land use, and displacement, will affect features in local areas about which residents have both negative and positive feelings. To the extent that these changes impinge on locally valued characteristics, residents' activity patterns will evidence more change.

By extension, these types of environmental impacts can cause hardships or discomfort to all residents, but special user groups will be especially affected. At the objective level they are more transit dependent than other residents; at the subjective level they value local amenities more than residents with regular automobile access. They are, therefore, most likely to respond with different behavior. These behavior and activity pattern changes are, therefore, the best way to measure the extent of hardship imposed by a social impact. In the long run, serious impacts will cause a modification of behavior patterns. Eventually they can be measured by demographic change as residents move in or move out of a neighborhood in response to environmental changes, some of which would have been induced by Metro Rail.

Social impacts on neighborhoods surrounding station sites exist at two interrelated levels, both of which need to be understood in order to assess the social consequences of a major environmental change. At the individual level residents of a station environs may exhibit new behaviors as the result of a social impact. They may also initially experience an impact through an alteration of attitudes and feelings about their own neighborhood or own life style. These new feelings and attitudes can, in turn, cause further changes in individual behavior or accentuate the objective personal hardships created by an impact. It is, therefore, essential to flag those environmental impacts which may cause attitudinal changes in order to perform research or consider a wider range of mitigation alternatives. In addition, at a larger social level, the aggregation of new individual behaviors takes the form of new community activity patterns, phenomena which can be much more easily measured. For example, a modification in the use of local facilities, as well as changes in the modes of local access, are measurable and predictable. They are, therefore, used as important indicators of the extent of social impacts, especially their differential effect on population subgroups.

Types of Social Impacts

Land Use and Displacement. Both direct and indirect displacement of existing residences and facilities could occur as a result of the construction and operation of Metro Rail. Direct displacement, which involves acquisition and removal of existing residences and facilities for Metro Rail construction will have immediate impacts. Indirect displacement could occur as a result of increased development accomodated by the Project. The impacts of both direct and indirect displacements will depend on the neighborhoods ability to retain vital neighborhood characteristics and community cohesion while accomodating these changes.

As documented in the Land Use and Development Technical Report, increased development is a primarily positive impact in all station environs, especially those within designated centers. Economically stagnant or declining areas would be revitalized; additional commercial services and jobs would be more accessbile to the surrounding community; and opportunities would be created for pedestrian-oriented activity. Additionally, the increased suitability of station environs for residential uses could lead to a net increase in housing for all station environs. Increased development may be seen as negative, however, when it displaces existing uses, such as housing, commercial services and public facilities, which are perceived by residents as vital to community cohesion.

An indirect loss of local housing may result from at least two market forces which are set in motion by Metro Rail. Increased commercial activity at station sites and nearby areas can be a catalyst for market-inspired political pressures to rezone residential areas for commercial uses. And, the increased attractiveness of station environs for residential uses can lead to more extensive residential development. Where possible, existing single family homes may become multiple unit dwellings. As well, some residents may be displaced through market forces which will leave their residences intact. The dwelling units in which they live will not be displaced, but local rental structures will inflate in response to new market forces. Such amenities as immediate subway accessibility and new commercial services can make most station neighborhoods more desirable residential locales. Rents should rise in response to this increased demand, and those residents with lower income--for the most part special user groups--will probably be forced to move elsewhere. The long term implication of this process is demographic change along ethnic, income, and age variables.

A secondary process may also force some residents to move. If indirect negative impacts, such as noise and congestion, increase in station neighborhoods, some local residents may choose to move in response to the loss of these important local amenities even though they are not affected by inflating rents.

Commercial firms will also be indirectly displaced. The increased commercial potential of the areas around station sites--stimulated by the greater numbers of drivers or pedestrians drawn to the subway or to joint development projects--will cause land use changes in nearby commercial areas. For example, new businesses may be attracted to local areas and displace some existing firms. Similarly, if a Metro Rail component is perceived as a physical or psychological barrier in a community (e.g., noise, visual), it may reduce the use of local commercial facilities and eventually force local businesses to liquidate or relocate to other areas. The most logical candidates for this process are businesses along aerial segments.

Local residents may experience hardships from these processes if the displaced business is primarily neighborhood-oriented in their goods and pricing. New commercial real estate developments will also create initial construction impacts. On the other hand, local residents may benefit because of greater employment opportunities and a larger selection of retail stores and commercial services.

Public facilities, such as post offices and fire stations, as well as tax exempt religious insitutions, are insulated from immediate market forces. Others such as most social, recreational, and cultural services are not. Services such as counseling centers are on a very tight budget and they quickly feel economic pressures, particularly increases in commercial rents. The same process also applies to most cultural and recreational institutions. If market forces change, they, too, can be quickly forced to relocate. This can result from either rent increases or redevelopment plans for their property. If any of these services and facilities are forced to close or to relocate out of the area, the hardships imposed on the adjacent communities will be focused on special user groups. Because these residents have greater servicing needs and reliance on public transportation, they must either forego the lost services and facilities or travel out of the area to obtain them. Either choice will result in a decrease in the quality of their life.

Overtaxing of Existing Services and Facilities. While the loss of social services can result from rent increases or property redevelopment, it can also appear through the greater utilization of existing facilities as a result of greater residential densities in station environs and line segment corridors. If existing social services and public facilities (e.g., schools) are not accordingly expanded or supplemented, they may not be able to maintain their current level of service. To maintain their previous levels of servicing, residents would need to travel to other neighborhoods or turn to the private sector.

The existing automobile infrastructure can be taxed through several processes set in motion by Metro Rail. The primary effects which may be felt by residents of local communities are less parking, restricted regional access, and traffic spillover effects on neighborhood side streets during Metro Rail construction and operation. These effects would be exacerbated in areas where greater residential density in neighborhoods surrounding stations is expected. Local traffic volumes would then increase and street parking would become scarcer. Similar effects would be generated by consumers who drive to the local area to access new retail and commercial services. These could either be elements of joint development or of commercial projects encouraged by Metro Rail.

The hardships generated by increases in local traffic volumes and competition for local parking can take a number of forms. If safety or congestion considerations are perceived to be significant, the extent of local neighboring, participation in voluntary organizations, or utilization of local commercial and social services may decrease. Also, the number of accidents may increase. The groups most likely to be impacted are special users, such as the elderly or youth, whose lives are more confined to the local neighborhood. For those not confined to the local neighborhood there is another consideration: driving and parking will become more time consuming. Local and regional mobility can then be reduced.

Community Barriers. In addition to increases in traffic volumes and parking demand on side streets, real or psychological barriers to local residents can appear at major thoroughfares and intersections. Where there are substantial structures—whether a part of stations, joint development projects, parking garages, or at-grade or elevated alignments—local accessibility may be reduced. In some cases the resulting forces are real, such as longer access routes or longer transit times. In other cases they may be psychological, such as a fear of accidents at certain streets or a fear of crime when using certain areas. The resulting hardships will be experienced by all residents, but will be concentrated on special user groups. Patterns of neighboring, participation, and service and commercial utilization may be reduced. Where the barriers reach a level of great personal significance, residents may choose to move to other neighborhoods.

Impact Assessment

Table 11-7, 11-8, and 11-9 consist of detailed estimates of the type and extent of displacement resulting from the construction of Metro Rail. These estimates reflect the best available information on the project alignment and right-of-way requirements. Estimates were initially obtained through methods detailed in Appendix A-2. Revised estimates for these adopted stations were subsequently obtained from the SCRTD Staff Report on Preliminary Property Acquisition and Relocation Costs (April 1983) when it became available. These displacement estimates were assessed for their impact upon community values and other variables which comprise community cohesion in each station environs.

Table II-10 indicates total residential and commercial development in station areas (i.e., ¼ mile radius from station sites) for each alternative in the year 2000. Table II-11 shows the population and employment in station areas. These are discussed in detail in the Land Use and Development Technical Report. These projections were used to assess the impacts of indirect displacement which could occur as a reault of Project induced development.

The necessity to change patterns may be thought of by many residents as undesirable. Many community attributes which individual residents consider important may also be changed as a result of Metro Rail induced environmental impacts. These negative perceptions and induced behaviors may combine to form a more sweeping type of social impact. Some residents may choose or be forced to move from a

TABLE II-7

METRO RAIL DISPLACEMENT[1]

Affected Areas	Total Residential Units	Total Commercial Establishments	Total Nonprofit/Services/ Facilities
Main Yard and Shop	0	2	0
Station			
Union Station	0	8	0
Civic Center	0	0	0
Fifth/Hill	0	0	0
Seventh/Flower	0	14	0
Wilshire/Alvarado	26	23	1
Wilshire/Vermont	0	12	0
Wilshire/Normandie	0	0	0
Wilshire/Western	0	2	0
Wilshire/Crenshaw	0	0	0
Wilshire/La Brea	0	4	0
Wilshire/Fairfax[2]	25	48	4
Fairfax/Beverly	0	23	0
Fairfax/Santa Monica	0	3	0
La Brea/Sunset	0	5	0
Hollywood/Cahuenga	38	51	2
Hollywood Bowl	0	0	0
Universal City	135	11	0
North Hollywood Underground[3]	0	16	2
North Hollywood Aerial[3]	0	5	0
Aerial Corridor	16	5	0
Locally Preferred Alternative	**224**	**222**	**9**
Aerial Option	**240**	**216**	**7**
Minimum Operable Segment	**51**	**136**	**5**

Source: SCRTD Staff Report on Preliminary Property Acquisition and Relocation Costs, April 1983; The Planning Group.

[1]These estimates are subject to change during Final Design as more detailed information is developed.

[2]As a mitigation measure to avoid potential paleontological resources at this site, an alternative station location is being proposed to the west, possibly as far as Fairfax. Should this option be adopted, different properties would be impacted. Initial examination shows that displacement in this case would be comparable and possibly lower than for the current station site.

[3]Does not include parking structures or tail tracks.

TABLE II-8

DISPLACEMENT OF COMMERCIAL/NONPROFIT ESTABLISHMENTS[1]

Affected Areas	Commercial Parking	Retail	Service/ Office	Res- taurant	Indus- trial	Total Commercial Establishments	Total Nonprofit/ Services	Preliminary Estimate of Total Employees
Main Yard and Shop	0	0	0	0	2	2	0	65
Stations								
Union Station	0	0	0	1	7	8	0	35
Seventh/Flower	0	4	8	2	0	14	0	81
Wilshire/Alvarado	1	14	2	6	0	23	1	109
Wilshire/Vermont	1	2	7	2	0	12	0	162
Wilshire/Western	0	2	0	0	0	2	0	36
Wilshire/La Brea	0	0	4	0	0	4	0	5
Wilshire/Fairfax[2]	1	5	41	1	0	48	4	265
Fairfax/Beverly	0	22	1	0	0	23	0	40
Fairfax/Santa Monica	0	3	0	0	0	3	0	15
Sunset/La Brea	0	2	3	0	0	5	0	20
Hollywood/Cahuenga	3	17	28	3	0	51	2	276
Universal City	0	0	10	1	0	11	0	210
North Hollywood Underground[3]	0	4	11	1	0	16	2	72
North Hollywood Aerial[3]	0	3	2	0	0	5	0	46
Aerial Corridor	0	1	4	0	0	5	0	75
Locally Preferred Alternative	**6**	**75**	**115**	**17**	**9**	**222**	**9**	**1,391**
Aerial Option	**6**	**75**	**110**	**16**	**9**	**216**	**7**	**1,440**
Minimum Operable Segment	**6**	**49**	**63**	**12**	**9**	**136**	**5**	**798**

Source: SCRTD Staff Report on Preliminary Property Acquisition and Relocation Costs, April, 1983.

[1]These estimates are subject to change upon confirmation of Final Design.

[2]As a mitigation measure to avoid potential paleontological resources at this site, an alternative station location is being proposed to the west, possibly as far as Fairfax. Should this option be adopted, different properties would be impacted. Initial examination shows that displacement in this case would be comparable and possibly lower than for the current station site.

[3]Does not include parking structures or tail tracks.

TABLE II-9

ESTIMATED POPULATION AND HOUSING CHARACTERISTICS OF RESIDENTIAL DISPLACEMENT[1]

	HOUSING TYPE			UNIT TENURE (%)			HOUSEHOLD		
Affected Area	Single Family	Multi-Family	Number of Residents	Owner	Renter	Vacant	Size	Median Income	Percent Minority[2]
Wilshire/Alvarado[3]	0	26	60	3	92	5	2.3	$ 10,045*	78
Wilshire/Fairfax[3,5]	1	24	43	12	85	3	1.7	$ 22,040	22
Hollywood/Cahuenga[4]	0	38	61	9	85	6	1.6	$ 13,649	41
Universal City[4]	4	131	230	30	66	4	1.7	$ 48,645	14
Aerial Corridor	6	10	27	30	66	4	1.8	$20,872	15

Source: SCAG, 1980 Population and Housing Report.

*Since the median income in these areas is less than 80 percent of the County's median income, they are considered low income by the State of California.

[1]These estimates are subject to change upon confirmation of Final Design.

[2]Minority is defined to include Hispanic, Black, Asian, Indian, and other.

[3]Common to all Project alternatives.

[4]Relevant only to the Locally Preferred Alternative and Aerial Option.

[5]As a mitigation measure to avoid potential paleontological resources at this site, an alternative station location is being proposed to the west, possibly as far as Fairfax. Should this option be adopted, different properties would be impacted. Initial examination shows that displacement in this case would be comparable and possibly lower than for the current station site.

TABLE II-10

TOTAL DEVELOPMENT IN REGIONAL CORE FOR SYSTEMWIDE ALTERNATIVES, YEAR 2000

	COMMERCIAL FLOOR AREA (1,000 Sq. Ft.)			RESIDENTIAL (OCCUPIED DWELLING UNITS)		
	No Project	Locally Preferred Alternative	Minimum Operable Segment[1]	No Project	Locally Preferred Alternative	Minimum Operable Segment[1]
CBD PLANNING AREA	**100,400**	**107,500 - 109,600**	**107,500 - 109,600**	**22,310**	**33,810**	**33,810**
Union Station	900	1,800 - 3,200	1,800 - 3,200	0	530	530
Civic Center	9,400	9,800 - 10,200	9,800 - 10,200	2,116	2,960	2,960
Fifth/Hill	24,300	26,000 - 27,300	26,000 - 27,300	1,830	2,780	2,780
Seventh/Flower	20,000	21,600 - 23,200	21,600 - 23,200	2,040	2,380	2,380
All CBD Station Areas	54,600	59,200 - 63,900	59,200 - 63,900	6,030	8,650	8,650
WESTLAKE PLANNING AREA	**25,500**	**26,200 - 26,800**	**26,200 - 26,800**	**47,330**	**58,660**	**58,660**
Wilshire/Alvarado	1,600	2,000 - 2,700	2,000 - 2,700	4,410	5,440	5,440
WILSHIRE PLANNING AREA	**75,600**	**83,800 - 86,100**	**83,800 - 86,100**	**150,770**	**191,260**	**191,260**
Wilshire/Vermont	5,300	5,700 - 6,700	5,700 - 6,700	3,690	5,920	5,920
Wilshire/Normandie	5,000	6,600 - 6,800	6,600 - 6,800	4,210	6,060	6,060
Wilshire/Western	4,300	4,800 - 5,000	4,800 - 5,000	4,570	5,140	5,140
Wilshire/Crenshaw*	1,200	1,300 - 1,500	1,300 - 1,500	880	990	990
Wilshire/La Brea	1,800	2,400 - 2,600	2,400 - 2,600	3,590	4,880	4,880
Wilshire/Fairfax	4,800	5,700 - 6,400	5,700 - 6,400	740	990	990
Fairfax/Beverly*	2,100	4,300 - 5,400	4,300 - 5,400	2,900	4,020	4,020
All Wilshire Station Areas	24,500	30,800 - 34,400	30,800 - 34,400	20,580	28,000	28,000
HOLLYWOOD PLANNING AREA	**41,800**	**44,400 - 46,000**	**41,800**	**124,530**	**154,840**	**124,530**
Fairfax/Santa Monica*	600	1,000 - 1,400	600	5,440	6,930	5,440
La Brea/Sunset	1,200	1,500 - 1,900	1,200	2,530	3,220	2,530
Hollywood/Cahuenga	3,200	4,200 - 5,500	3,200	2,430	3,040	2,430
Hollywood Bowl (optional)*	15	15 - 35	15	480	930	480
All Hollywood Station Areas	5,015	6,715 - 8,835	5,015	10,880	14,120	10,880
UNIVERSAL CITY/NORTH HOLLYWOOD PLANNING AREA	**28,100**	**28,500 - 29,600**	**28,100**	**83,760**	**89,660**	**83,760**
Universal City	4,100	4,300 - 4,500	4,100	1,250	1,330	1,250
North Hollywood	1,500	2,000 - 2,500	1,500	1,130	1,210	1,130
DESIGNATED CENTERS	87,400	98,400 - 108,500	96,400 - 104,100	34,580	45,880	44,420
ALL STATION AREAS	91,315	105,015 - 116,835	102,615 - 111,615	44,280	58,750	55,350
REGIONAL CORE	**271,400**	**290,400 - 298,100**	**287,400 - 290,300**	**428,720**	**528,230**	**492,020**

Source: Sedway/Cooke

*Station areas not designated as centers in the city's Concept Plan.

[1]Range reflects amount of development both without and with a concerted effort by SCRTD and others to promote joint development.

TABLE II-11

TOTAL POPULATION AND EMPLOYMENT IN STATION AREAS, YEAR 2000

	NO PROJECT		LOCALLY PREFERRED ALTERNATIVE/AERIAL OPTION[1]		MINIMUM OPERABLE SEGMENT[1]	
	Population	Employment	Population	Employment	Population	Employment
CBD	**73,930**	**373,100**	**102,890**	**401,500-408,100**	**102,890**	**401,500-408,100**
Union Station	0	3,000	1,059	5,900-11,300	1,050	5,900-11,300
Civic Center	4,530	45,400	7,300	47,100-48,900	7,300	47,000-48,900
Fifth/Hill	3,880	78,700	6,250	87,400-93,300	6,250	87,400-93,300
Seventh/Flower	3,310	66,700	4,160	70,800-78,500	4,160	70,800-78,500
All CBD Station Areas	11,720	193,800	18,760	211,100-232,000	18,766	211,100-232,000
WESTLAKE	**126,620**	**91,400**	**159,410**	**94,400-96,900**	**159,410**	**94,400-96,900**
Wilshire/Alvarado	10,580	9,300	13,320	11,200-14,400	13,320	11,200-14,400
WILSHIRE	**383,630**	**276,200**	**489,530**	**306,500-317,300**	**489,530**	**306,500-317,300**
Wilshire/Vermont	8,960	25,100	14,120	27,100-31,500	14,120	27,100-31,500
Wilshire/Normandie	9,320	25,000	13,800	30,300-31,200	13,800	30,300-31,200
Wilshire/Western	10,030	16,900	11,210	18,900-19,700	11,210	18,900-19,700
Wilshire/Crenshaw (optional)*	2,080	6,100	2,390	6,900-7,800	2,390	6,900-7,800
Wilshire/La Brea	9,500	5,500	13,000	8,200-9,000	13,000	8,200-9,000
Wilshire/Fairfax	1,720	22,200	2,350	25,900-28,600	2,350	25,900-28,600
Fairfax/Beverly*	7,190	10,400	9,620	18,700-22,100	9,620	18,700-22,100
All Wilshire Station Areas	48,800	111,200	66,490	136,000-149,800	66,490	136,000-149,800
HOLLYWOOD	**258,290**	**145,000**	**324,870**	**151,100-156,800**	**258,290**	**145,**
Fairfax/Santa Monica*	10,720	2,100	14,130	3,900-5,500	10,720	2,
La Brea/Sunset	4,690	6,400	6,280	7,300-8,700	4,600	6,400
Hollywood/Cahuenga	5,020	14,900	6,380	16,900-20,500	5,020	14,900
Hollywood Bowl (optional)*	830	300	830	300-340	830	300
All Hollywood Station Areas	21,260	23,700	27,620	28,400-35,000	21,260	23,700
UNIVERSAL CITY/ NORTH HOLLYWOOD	179,300	98,800	185,860	100,000-104,600	179,300	98,800
Universal City	2,290	22,300	2,600	22,700-23,600	2,290	22,300
North Hollywood	2,350	7,700	2,460	9,900-12,100	2,350	7,700
DESIGNATED CENTERS	76,180	349,100	104,280	389,500-431,160	100,910	384,000-417,610
ALL STATION AREAS	97,000	368,000	131,250	419,300-466,900	124,470	412,000-449,900
REGIONAL CORE	**1,021,670**	**984,500**	**1,262,560**	**1,053,500-1,083,700**	**1,189,420**	**1,046,200-1,066,100**

Source: Sedway/Cooke Tables assuming 200 sq.ft./office employee (reflects the current downward trend from 250 sq.ft./employee in 1980), 500 sq.ft./retail employees and 2 rooms/hotel employee.

*Station areas not designated as centers in the city's Concept Plan.

[1]Range reflects development both without and with promotion of joint development by SCRTD and others.

station environs because of insurmountable local changes stimulated by Metro Rail. Other potential residents, who are willing and able to purchase homes or rent apartments in the station environs, may take their place. Unfortunately, only the net result of demographic changes can be easily measured. Individual reasons for behaviors with demographic consequences can only be inferred; they cannot be directly known. Table II-12 shaws net Metra Rail induced population changes over the No Project Alternative for the station areas (i.e., quarter mile radius from station sites). Since demographic patterns are dynamic, they are presented in terms of the anticipated effect of Metro Rail on current or presumed trends for major special user groups by the year 2000.

Table II-13 identifies the existence and degree of impact of Metro Rail on community values previously identified for each station environs in Table II-7. For example, residents of the Wilshire/Western Station report that they enjoy convenient amenities in the form of easily accessible shopping and social services. Because of the additional retail activities in the area, a major positive effect on a community characteristic valued by residents is likely to appear.

Community values can therefore be used to indicate whether an impact is positive or adverse to community residents. There will be, however, many environmental impacts on station environs which do not directly affect one of the highly rated amenities ar strongly disliked characteristics. This is why changes in community behaviors will be used only as a supplementary indicator of serious social impacts which result from Metro Rail. Its social impacts may be of sufficient magnitude that a significant portion of residents will be forced to modify their behavior independent of their current values. For example, they may have no choice but to adapt new travel patterns, use different facilities, or adopt different transportation modes.

Table II-14 indicates whether an increase or decrease in the use of local facilities and changes in transportation modes is a probable result of Metro Rail induced environmental impacts. The cumulative effect of these impacts relative to the No Project Alternative should result in the behavioral changes measured in this table. This is the most definitive index of the amount of social change induced in a community by Metro Rail.

General Construction Impacts

The two most important construction impacts on nearby residents which will interfere with SCRTD's Metro Rail goals and guidelines are diminished access to local facilities and disruption of community life. Diminished access will be primarily caused by street closures. This will cause parking problems for drivers attempting to drive to shops and facilities. Stores and public services may then suffer if drivers seek areas less congested and more readily accessible.

Pedestrian activity may also decline when sidewalks are blocked. The resulting detours and closures will pose difficult problems for special user groups because they are less able to leave the area for shopping and services. The handicapped and elderly may perceive construction as both a psychological and physical barrier to local accessibility. This could force them to take different, longer routes to their destination. Those who continue to use shops and services in the construction area could experience safety problems.

TABLE II-12

METRO RAIL IMPACT ON DEMOGRAPHIC TRENDS
YEAR 2000

	Population		Median Income		Auto Ownership		Percent Minority		Percent Youth		Percent Elderly	
	NPA	MR	NPA	MR	NPA	MR	NPA	MR	NPA	MR	NPA	MR
Downtown	+	A	+	A	+	A	-	A	0	C	+	C
Wilshire/Alvarado	+	A	0	C	0	C	+	B	+	B	-	C
Wilshire/Vermont	+	A	+	A	+	A	+	B	+	B	-	C
Wilshire/Normandie	+	A	+	A	+	A	+	B	+	B	-	C
Wilshire/Western	+	A	+	A	+	A	+	B	+	B	-	C
Wilshire/Crenshaw	+	A	0	C	0	C	+	C	0	0	-	C
Wilshire/La Brea	+	A	+	A	0	C	+	B	+	A	-	A
Wilshire/Fairfax	+	A	+	A	0	C	+	B	+	A	-	A
Fairfax/Beverly	+	A	+	A	+	A	-	A	+	A	-	A
Fairfax/Santa Monica	+	A	+	A	+	A	-	A	+	A	-	A
La Brea/Sunset	+	A	+	A	+	A	+	B	+	B	0	C
Hollywood/Cahuenga	+	A	+	A	+	A	+	B	+	B	0	C
Universal City	+	A	0	C	0	C	+	B	+	B	0	C
Vineland/Magnolia	+	A	+	A	+	A	+	B	+	B	+	C
North Hollywood	+	A	+	A	+	A	+	B	+	B	+	C
Lankershim South Aerial	+	C	+	B	+	B	-	C	0	C	0	C
Vineland North Aerial	+	C	+	B	+	B	-	C	0	C	0	C

Source: The Planning Group, Inc.

[1]Due to overlapping boundaries, the four downtown station environs were merged together for this analysis.

KEY: NPA= No Project Alternative Trend

+ = Increase in demographic variable
0 = No change in demographic variable
- = Decrease in demographic variable

MR = Metro Rail Effects on Trend

A = Increase trend
B = Retard trend
C = No effect on trend
0 = Reverse trend

TABLE II-13

ENVIRONMENTAL IMPACTS ON VALUED COMMUNITY CHARACTERISTICS

	Accessibility	Visual Appearance	Stability	Central Location	Inexpensive Housing	Convenient Amenities	Good Public Surface Transportation	Proximity to Work	Neighborhood Atmosphere	Ethnic Homogeneity
Downtown*										
Wilshire/Alvarado				+1			-1			0
Wilshire/Vermont										
Wilshire/Normandie				+1		+2	-1			
Wilshire/Western				+1		+2	-1			
Wilshire/Crenshaw			0	+1					0	
Wilshire/La Brea				+1	-1		-1			
Wilshire/Fairfax				+1		+2			-1	
Fairfax/Beverly						+2	-1			-2
Fairfax/Santa Monica						+2	-1		-2	
La Brea/Sunset				+1		+2		+1		
Hollywood/Cahuenga						+1	-1	0		
Universal City	+1		-2						-2	
Vineland/Magnolia										
North Hollywood	+1				-1	0				
Lankershim South Aerial Corridor		-2	-1						-1	
Vineland North Aerial Corridor		-2	-1						-1	

*See Downtown stations operational impacts for a complete description.

Key: 0 = No Effect
1 = Minor Effect
2 = Major Effect

TABLE II- 14

IMPACTS ON ACTIVITY PATTERNS
CHANGE FROM NO PROJECT ALTERNATIVE

	Use of Current Local Facilities		Mode of Access		
	Services/ Facilities	Retail	Bus	Auto	Walk
Downtown	-	+	-	-	+
Wilshire/Alvarado	0	-	+	0	-
Wilshire/Vermont	+	+	-	-	+
Wilshire/Normandie	+	+	-	-	+
Wilshire/Western	+	+	-	-	+
Wilshire/Crenshaw	0	0	0	0	0
Wilshire/La Brea	+	+	-	-	+
Wilshire/Fairfax	+	+	-	-	+
Fairfax/Beverly	-	+	-	-	+
Fairfax/Santa Monica	+	+	-	-	+
La Brea/Sunset	+	+	-	-	+
Hollywood/Cahuenga	+	+	-	-	+
Universal City	+	+	0	0	+
Vineland/Magnolia	+	+	0	0	+
North Hollywood	+	+	0	0	+
Aerial Corridor					
Lankershim Segment	-	-	0	0	-
Vineland Segment	-	-	0	0	-

Source: The Planning Group, Inc.

KEY: + = Increase; 0 = No Change; - = Decrease.

Traffic congestion will probably generate the some results as street blockage and detours. Drivers will try to avoid the construction area by using adjacent neighborhood streets, and this will cause additional traffic, congestion, and safety problems for residents.

The extent of these temporary inconveniences will be magnified if pocket tracks or crossovers are included as station elements. Station construction itself could take about two and one-half years to complete. Those stations having the longest construction time, the longest cut and cover sections, and the most additional elements, will be the most disruptive to the community. The extent of disruption will also depend on whether a station is built on-street or off-street. On-street stations cause greater inconvenience for traffic and pedestrians by blocking streets and sidewalks. Impacts of off-street stations are determined by their design and local characteristics. For example, the Fairfax/Beverly Station is intended to be constructed at a CBS Television City parking lot. This will result in relatively little disruption of local circulation. Local residents may have to contend with noise and heavy trucks but not closed lanes. The Wilshire/Alvarado Station, however, is also off-street. Its construction will impede pedestrian activity, close streets, and displace a large number of commercial establishments and residential dwellings. The impacts would therefore be extensive.

A large number of dump trucks will be required to remove excavated materials as the tunnels and stations are constructed. They will cause additional traffic congestion on major streets and traffic spillovers onto neighborhood streets. Queuing may occur along major streets; this will block trafic lanes and create barriers to pedestrians attempting to cross those streets. Comparable disruptions will result from trucks hauling building materials and personnel into station construction areas.

Noise from clearing, excavation, construction, and finishing activities will be an added impact for residents living close to the station sites. The greatest noise impacts will occur during soldier pile drilling, a construction phase which may last three months. These noises may force residents to temporarily avoid areas close to construction activities and experience a further disruption in their local activity patterns. The extent of acoustic impacts, however, cannot be determined until noise limit specifications are written into construction contract documents and this analysis can only be used as a general guideline.

Operational Impacts on Station Groups

Downtown. Metro Rail induced environmental impacts within downtown Los Angeles will have minimal social consequences when compared to other station environs. Development of office, residential and retail space asosciated with Metro Rail represents a smaller percentage of expected new development by the year 2000 than at most other station environs. Construction will not directly displace any residents of the downtown station environs. However, a substantial number of employees, estimated at 181, will be displaced as a result of fee takings of commercial facilities.

The Union Station, Fifth/Hill, and Seventh/Flower station areas contain few residents. (The Civic Center station area does have a high-rise for elderly, but it has its own self-contatined food service and public rooms.) No resident or key informant interviews were conducted at the downtown stations because almost all station environs residents live over a quarter mile from station sites.

The few public facilities which now exist will experience minor increases in use by new residents of the station areas and may become taxed to capacity. Commercial facilities which are presently frequented by local office workers will probably experience major increases in use as the work force grows. Bus, automobile, and pedestrian activity levels can also be expected to increase, fueled by the growth of residential and commercial land uses.

Demographically, under the Metro Rail alternatives, the downtown area will experience large resident population gains over the No Project Alternative. These population gains will largely reflect the influx of middle and upper income office workers seeking greater accessibility to downtown jobs and shopping. This population change will elevate both the median income and the level of automobile ownership. The percentage of minorities may then accordingly decrease, even in the ethnically homogeneous Chinatown area close to Union Station.

Westlake. Under the Project alternatives, 23 commercial establishments and 26 residential units will be directly displaced in the Wilshire/Alvarado station environs. It is likely that these residents to be displaced may belong to the highly cohesive Hispanic community and this may negatively impact community cohesion to some degree. Additionally, since most of these commercial establishments to be displaced are typical fo the many small marginal businesses in the area which cater to the predominantly Hispanic population, this may negatively impact community cohesion. A fire station will also be displaced in the environs, however, since this facility will be functionally replaced, no adverse impacts are anticipated.

The station environs will experience major long term environmental impacts arising from Metro Rail construction. In contrast land use impacts, specifically office and retail construction, are not expected under the No Project Alternative. The Project alternatives could change the demographic characteristics of the area, as median income might increase slightly if new residential units appeal to higher income groups. If this occurs, current residents might no be able to afford higher rents in the new housing.

New commercial development in the currently vital lower income Hispanic commercial center might jeopardize the areas' many small marginal businesses which cater to this population. Because of this change, residents may need to take buses more often to purchase products formerly available in the neighborhood. Therefore, bus usage may increase while pedestrian access decreases.

Metro Rail will probably have minor effects on those community attributes which residents identified in the survey. The area's centrality will increase as Metro Rail will provide residents improved access to new areas of Los Angeles. At the same time, increased traffic from drivers seeking to access the station may slow down the currently satisfactory public transportation. The largely Hispanic area is likely to continue to be an area of first settlement for Latino immigrants from Central America. Metro Rail will have little effect on this phenomenon because it results from international political forces and United States immigration laws and procedures.

Mid-Wilshire. The Wilshire/Vermont, Wilshire/Normandie, and Wilshire/Western station environs will experience a broad range of environmental impacts attributable to Metro Rail operation. Because the Wilshire/Vermont Station is off-street, the neighborhood can experience major new office and residential development without eliminating the large number of retail establishments new in the area. By the year 2000 the Wilshire/Normandie Station area will experience major Metro Rail associated development pressures. At the Wilshire/Western Station substantial development would occur, but most of it would also appear under the No Project Alternative. No residents will be displaced at any of these station sites; a small number of commercial establishments will be displaced.

Several attributes identified by local residents of the area will be affected. The often cited quality of convenient amenities will experience the greatest impact. Development at the three station locations will provide residents with a greater number of these amenities. Central location will also be enhanced as residents benefit from increased mobility via Metro Rail. Surface transportation, however, may be slowed. Environmental impacts that will combine with community values to modify local activity patterns are increased residential densities and availability of retail shops. One potential adverse impact would be an overtaxing of the sparse social services and public facilities by the incoming population. The new retail shops may also allow residents to walk to pedestrian-oriented areas and to avail themselves of a larger selection of goods and services. Bus and automobile usage may then decline slightly.

Changes in current demographic trends, the best indicator of long term behavioral changes, can be seen in Table II-12. The overall population increase will be large, with major residential development the crucial catalyst. Market factors will stimulate higher rental and purchase prices. Lower income residents may then be priced out of their own neighborhood. People of slightly higher income, who can afford to purchase or rent these residential units, will be attracted. However, this trend, expressed by an anticipated higher average income, will be retarded by an increased percentage of minorities in this area. The major ethnic group will be Koreans moving to Koreatown. The growth of the minority population will also increase the percentage of youth in the area. The elderly are largely white and their percentage of the total population will decline as new residents replace them.

Crenshaw. The Wilshire/Crenshaw Station has a high median income and is almost entirely residential. Environmental impacts resulting from Metro Rail will be minimal. Increased pederstrian activity at the station site on Wilshire Boulevard will be the only change over the No Project Alternative. The station environs, due to restrictive zoning, is unlikely to experience significant change. In addition, there will be no direct displacement of residences and businesses for Metro Rail construction.

Due to the lack of appreciable environmental impacts, existing community attributes will not be greatly affected. Social stability and neighborhood atmosphere, which are two closely related valued characteristics in the Crenshaw area, will not be affected by the addition of a Metro Rail station to the area. Like other stations, centrality will increase with additional accessibility to other areas of the city. The lack of social and commercial facilities use within the station environs will also not be changed by the construction or operation of Metro Rail. Most residents currently leave the area for shopping, services, and public facilities, and their preferred transportation mode, the car, is unlikely to change.

Miracle Mile. At present, there are only minor demographic differences between the Wilshire/La Brea and Wilshire/Fairfax station environs which comprise this station group. The major difference is that Wilshire/Fairfax has more retail activity. Environmental impacts associated with Metro Rail include major increases in the number of residnetial units for both stations. Increased office and retail opportunities are also projected. Residents will probably frequent the local areas more because of these increased opportunities. These expanded facilities may also be used by a clientele from a wider area. As a result, residents may use bus and automobile transportation modes less since there will be more opportunities within walking distance and more street congestion.

In the Wilshire/Fairfax station environs, 24 multifamily units, one single family residence, 49 commercial establishments, and four nonprofit/services facilities would be directly displaced. It is likely that residents in the environs being displaced may belong to the highly cohesive Jewish and elderly population. The percentage of toatl displaced residents, however, is small relative to the total number of residents and since 85 percent of the multifamily units are renter occupied, it is highly likely that, under the relocation assistnace program, it may be possible to relocate residents within the community. The 49 commercial establishments that will be displaced generally will have minimal effect on community cohesion since most provide services which cater to the general regional population rather than to residents of the local community. There will be four commercial displacements in the Wilshire/La Brea station environs.

Community attributes which residents value will only experience minor impacts. The area's central location will be enhanced. Other valued traits, such as reasonably priced housing and good surface transportation, will probably experience slight declines in response to major increases in construction and traffic congestion. The number of amenities is also likely to grow, but they could begin to change the neighborhood atmosphere.

Demographic trends, as well as local activity patterns, may change in response to Metro Rail's local environmental impacts. Metro Rail will foster a net gain in population and income. The latter trend will retard the increase in minorities expected under the No Project Alternative. Elderly residents, who currently comprise an extremely high percentage of the local population, will decline in percentage terms under the No Project Alternative. This trend will be accelerated by Metro Rail. The youth population will increase, and this will place greater demands on youth-oriented services and facilities such as schools.

Fairfax. At the Fairfax/Beverly station, significant pressures for social change are expected to occur with or without the Metro Rail Project. The area is projected to be a major new development center. Under the Minimum Operable Segment, this station would be the terminal station. With the Locally Preferred Alternative or Minimum Operable Segment, the amount of growth is expepected to be comparable. It would more than double the No Project Alternative estimates. As a result, the demand for residential land in the station area would far exceed the supply of residentially zoned land. The new commercial development would be oriented towards more regional uses and could conflict with the area's many small businesses which cater to local residents. Valued by its residents for its ethnic homogeneity and neighborhood atmosphere, this largely Jewish community could begin to lose some of its cohesiveness and character as a result of growth in conjunction with the Project.

At the Fairfax/Santa Monica station environs, the No Project Alternative is not expected to affect land uses significantly. With Metro Rail, however, the amount of induced growth would more than double these No Project Alternative estimates. This is perceived by many residents as a positive impact since it may revitalize the community through additional services, jobs and accessibility. At the same time, however, residents who perceive the area as a stable residential community, view this as a negative impact.

Demographic changes will almost certainly appear at these stations. Total population, as well as the number of residential units, will experience a net increase. These new units will attract middle income renters or purchasers, and this will increase the median income. This, in turn, will increase the percentage of automobile ownership in the area. Minorities representation, which at these two stations is largely Jewish, will probably decrease, although the percentage of nonwhite minorities will probably increase. These trends will be increased by the presence of Metro Rail. As the elderly Jewish population experiences natural decline and is replaced by younger families and singles, the percentage of young adults and youth is certain to increase. These trends will occur under the No Project Alternative at both station environs, and with the presence of Metro Rail they will be accelerated.

Hollywood. Metro Rail will cause a major increase in the number of residential units over the No Project Alternative. This is expected in both La Brea/Sunset and Hollywood/Cahuenga station environs. However, Metro Rail will only encourage small additions of office space beyond the projections for the No Project Alternative. Hollywood/Cahuenga is already a large, thriving retail-oriented area; Metro Rail will add only a small increment to this land use. La Brea/Sunset is not currently a strong retail area, and in this case Metro Rail will spur retail development.

Displacement will be minimal at the La Brea/Sunset Station and substantial at the Hollywood/Cahuenga Station. The latter impacts result from the station's off-street location. An estimated 38 multifamily residential units will be directly displaced, 85% of which are renter occupied. Additionally, an estimated 51 commercial establishments will also be displaced.

Metro Rail will impact valued community attributes to varying degrees at the two Hollywood stations. The increase in retail space will probably affect the residents of the La Brea/Sunset station environs more than comparable changes at Hollywood/Cahuenga. For La Brea/Sunset, Metro Rail will increase both centrality and proximity to work. Proximity to work, however, will be unaffected at Hollywood/Cahuenga where many residents work in the nearby film industry. Surface transportation, however, may be slowed as Metro Rail associated office and retail development increase both areas' traffic congestion. Changes in activity pattern resulting from environmental impacts will be similar to those at the Miracle Mile stations. A larger population and more intensive retail office uses may tax existing services, public facilities, and commercial shops. Residents may find less need to leave the area to access facilities, and they may choose to walk to nearby services.

Demographically, the areas will probably have a higher average income because new housing units will serve wealthier residents. This may retard the current trend of many different immigrant groups moving to the Hollywood area. It may also retard the growth in the youth population. The percentage of elderly in the area is not likely to change.

San Fernando Valley. The Locally Preferred Alternative station site is referred to as the "Lankershim Station"; the Vineland/Magnolia Station was the terminal station under a previously considered alternative; and the Universal City Station is common to both alternatives. Large, complex development projects are proposed under the No Project Alternative for all the proposed station areas. The CRA has a redevelopment project at Chandler, and a large, integrated private project is proposed at Universal City. The construction of Metro Rail will, for the most part, have only minor effects in expanding these developments. With these development projects, the environs will be dramatically transformed by the year 2000.

The designation of these stations as park and ride facilities for the San Fernando Valley will significantly increase traffic congestion in the station environs. To mitigate impacts on Bluffside Drive, considered to be particularly sensitive due to its quiet residential character, design measures such as a new station access bridge over the Hollywood Freeway and landscape berms have been integrated into the proposed station design.

Regional accessibility or central location, valued by residents of all three stations, will be enhanced by Metro Rail. More sections of Los Angeles will be within a reasonable travel time. Housing which is now inexpensive in the Lankershim/Chandler station environs, may experience higher rents and selling prices as a result of Metro Rail. The existence of local amenities will remain unchanged although they may be used more extensively. For example, Metro Rail will attract few additional stores to serve the new residents locating in the area. Increases in the use of social services and public facilities around stations is expected as a result of the greater residential and commercial densities. Residents may also tend to walk more often to local destinations because of the proximity of shops and services, and because congestion will probably impede buses and automobiles.

Population and income will increase as a result of Metro Rail accommodated residential development. Higher incomes will be necessary to rent or purchase new housing in the local areas. The minority population will continue to increase; however, this trend may be retarded by Metro Rail because new developments will attract higher income residents. Fewer minorities would be included than in the No Project Alternative. Youth and elderly populations will probably retain representation comparable to the present with Metro Rail.

Under the Locally Preferred Alternative, 135 residential units will be directly displaced as well as 11 commercial establishments in the Universal City station environs. Four of these residences are single family units and 66 percent of the total units are renter occupied. The majority of all residences to be displaced can be attributed to a relatively new condominium project consisting of a diverse, middle-income population.

Aerial Corridors. Social impacts along the Lankershim and Vineland Aerial Corridors will be less extensive than those at station areas because the initial environmental impacts are less. These line segments will experience the greatest land use changes at the portal area in the Hollywood Hills where the Metro Rail structures and operation will contrast with the quiet atmosphere. Noise will be an issue at several sites along the alignment, but the ambient community level would not be affected. Some residential displacement will occur along the Lankershim alignment; commercial displacement will not be large along either segment.

Community perceptions along this alignment were obtained from reports and minutes of Metro Rail community meetings. Community representatives' goals included the minimization of Metro Rail impacts on visual appearance, neighborhood stability, and neighborhood atmosphere. Metro Rail can be expected to negatively affect all three of these. Changes in visual appearance will be the most pronounced and lead to the most adverse impact for residents. Changes in community activity patterns which may result from the interaction of Metro Rail's environmental impacts and community values include a slight decline in the use of public facilities and commercial shops. To the extent that residents perceive the aerial alignments as psychological barriers, they may be reluctant to use streets adjacent to the aerial structures. The residents most likely to be affected are the elderly, those with impaired sight and hearing, and those concerned about street safety. Although the alignments may change local accessibility patterns, they are unlikely to change the residents' preferred transportation modes.

Long term demographic change associated with Metro Rail over the No Project Alternative are difficult to predict because the data on environmental impacts and local community values are not precise enough. However, the line segments may retard the general trend of increasing population and income levels in these areas if the neighborhoods are viewed as less desirable places to live.

MITIGATION

Introduction

The primary purpose of this section is to develop a method for SCRTD to achieve the social aspects of the goals and guidelines it previously adopted for the Metro Rail subway system. Mitigation options are identified which SCRTD can implement as well as options which may be implemented by other public agencies, possibly in coordination with SCRTD. SCRTD is assisting the City and County of Los Angeles in the development of Specific Plans for each station and Citizen Advisiory Committees have been established as part of this process. Objectives identified in these plans will, in most cases, determine which mitigation options will be pursued for each community. While some of these options may possibly be implemented during early stages of the project's construction and operation, it is possible that others may be implemented after several years of operation as the impacts of induced development are realized.

Mitigation Options by Type of Impact

Each of the impacts to be mitigated have been matched with a variety of mitigation options below. Table II-15 summarizes these mitigation options, their effectiveness, and their applicability to affected station areas or environs.

The following are mitigation options which SCRTD can implement.

1. Provide relocation assistance for all displaced residents and businesses in accordance with state and federal regulations.

2. Assist the City and County of Los Angeles in the development of Specific Plans for each station.

The following are mitigation options which may be implemented by SCRTD and/or other public agencies. Table II-15 identifies the public agencies which could be responsible for implementation.

1. To preserve stable residential neighborhoods subject to possible development pressure as a result of Metro Rail, zoning should reflect the existing use. At the Wilshire/La Brea, Fairfax/Beverly, Fairfax/Santa Monica, and Universal City Stations, this would require simply leaving the existing land use plans and zoning designations unchanged in some neighborhoods. In other neighborhoods in these station areas, as well as in other station areas, it might be necessary to revise the current zoning downward from R-3 or R-4 (multifamily) to R-1 (single family) or R-2 (duplexes) to reflect current usage.

2. Where residents of rental units are displaced by the construction of new residential or commercial development within a station area, relocation assistance could take a variety of forms. It could range from the identification of comparable units and payment of moving expenses to the extreme case of providing subsidized replacement housing as a "last resort". Such assistance is likely to be required in all station areas and could be provided, in part, by developers.

3. Where the demand for residential development within existing neighborhoods would create pressure for rezoning of existing residential areas to higher densities, housing could be provided on commercially zoned sites to reduce that pressure. The Land Use and Development section of this report describes implementation techniques for achieving this objective.

4. To mitigate the impact of residential rent increases due to increased land value in station areas, the existing rent control policy of the city could be modified as needed to address problems unique to Metro Rail station areas. This measure may be required in all station areas.

5. In cases where the above measure proves inadequate, direct housing assistance might be required for low-income tenants as a "last resort".

6. To mitigate the traffic and parking impacts likely to "spill over" from stations into surrounding neighborhoods, the mitigation options identified in the Transportation section could be implemented.

7. Where existing business tenants are displaced by new development in station areas, relocation assistance should be provided. It could range from tenancy in the new development project at rates comparable to current rates, which could increase as sales increase over time, or to the identification of comparable sites and payment of relocation expenses. This impact could occur at all stations and mitigation could be provided by developers.

8. Where it is desirable to preserve an existing shopping area because of its value to the community, zoning or development review procedures could be formulated to achieve that objective. The need for this mitigation option may emerge as a community goal in any station area during the Specific Plan process. It is expected to be a major concern at the Fifth/Hill, Seventh/Flower, Fairfax/Santa Monica, Fairfax/Beverly, and Hollywood/Cahuenga Stations. Potential implementation techniques include downzoning to reflect current development intensities and transfer of development rights. These techniques are discussed in the Land Use and Development section of this report.

9. SCRTD could offer tenancy and an opportunity to invest in its joint development projects to businesses displaced by development throughout the station area.

10.-12. Options 10 through 12 are identical to Options 7 through 9 except that Options 10 through 12 apply to displacement of social services and facilities.

TABLE II-15

SOCIAL AND COMMUNITY IMPACT MITIGATION

Mitigation Options SCRTD can implement	Effectiveness	Applicable Station Areas
1. Relocation assistance to all residents and businesses directly displaced by the project.	Moderate-High	All except Civic Center, Wilshire/Normandie, Wilshire/Crenshaw, Hollywood Bowl.
2. Assist City and County of Los Angeles in the development of Specific Plans for each station.	High	All except Hollywood Bowl

Other Mitigation Options	Effectiveness[1]	Responsible Agencies	Applicable Station Areas
1. Maintain existing low density residential zoning or downzone to preserve stable residential neighborhoods.	Moderate -High	LADOP, LADRP	Wilshire/Crenshaw, Fairfax/Beverly, Fairfax/Santa Monica, Universal City
2. Provide relocation assistance to residential tenants displaced by new development in station areas.	Low	SCRTD, LA City Housing Authority, LACDC, CDC	All except Hollywood Bowl
3. Include affordable and market rate housing at stations on commercially zoned sites in lieu of increasing density in adjacent neighborhoods.	Moderate	SCRTD, LADOP, LADRP	Wilshire/Normandie, Wilshire/Crenshaw, Fairfax/Beverly, Fairfax/Santa Monica, La Brea/Sunset, Hollywood/Cahuenga
4. Establish special rent control districts to avoid severe increases in rental rates in station areas.	Moderate-High	LA City Council, LA County Board of Supervisors, CDD	All except Hollywood Bowl
5. As a last resort, provide housing assistance for low income residential tenants in station areas to mitigate severe increases in rental rates.	Low	LA City Housing Authority, LACDC, LACRA, CDD	Downtown Station, Wilshire/Alvarado, Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western, Fairfax/Beverly, Fairfax/Santa Monica, La Brea/Sunset, Hollywood/Cahuenga
6. Implement measures to reduce traffic spillover into adjacent neighborhoods (see Transportation section)	Low-Moderate	LADOP, LADOT, LADRP	All except Hollywood Bowl
7. Provide relocation assistance to business tenants displaced by new development in station areas.	Low	SCRTD, CEDO, CDD, LACDC, LACRA	All except Hollywood Bowl
8. Establish special commmercial zoning or development review procedures to preserve existing small business that provide community services in station areas.	Moderate-High	SCRTD, LADOP	All except Hollywood Bowl, Wilshire/La Brea
9. Offer tenancy and investment in joint development to displaced firms.	High	SCRTD, LADOP, LACRA, LACDC, CDD	All except Hollywood Bowl
10. Provide relocation assistance to social services or facilities displaced by new development.	Low	SCRTD, CEDO, CDD, LACDC, LACRA	All except Hollywood Bowl

Table 3-31 (continued)

Mitigation Options	Effectiveness	Agencies That Could Implement	Applicable Station Areas
11. Establish special zoning or development review procedures to preserve existing and accommodate new social services and facilities in station areas.	Moderate-High	SCRTD, LADOP, LADRP	All except Hollywood Bowl
12. Include displaced and new social services and facilities in joint development projects/ stations.	Moderate	SCRTD, LADOP, LACRP, LACDC, LACRA, CDD	All except Hollywood Bowl

[1] The following scale has been devised to rate the probable degree of effectiveness in mitigating a potential impact:
- Low - Options designed to offer compensatory assistance after the fact to local residents, businesses or institutions experiencing hardship.
- Moderate - Options intended to soften, but not eliminate the impact on the community.
- High - Option essentially mitigates the impact, largely by preventive action.

Legend: LACRA = City of Los Angeles Community Redevelopment Agency
LACDC = Los Angeles County Community Redevelopment Commission (including the Economic Development Corporation)
LADOP = City of Los Angeles Department of Planning
LADOT = City of Los Angeles Department of Transportation
LADRP = Los Angeles County Department of Regional Planning
CEDO = City of Los Angeles Economic Development Office
CDD = City of Los Angeles Community Development Department

III. THE DOWNTOWN STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

Union Station. The Union Station environs population is among the smallest of all the station environs neighborhoods (see Table II-1). However, this small population is very concentrated. It is located in the northwestern portion of the Union Station environs, commonly known as Chinatown, and formerly Los Angeles' "Little Italy." The predominant ethnic group within this station environs is Asian (45 percent), followed by Hispanic (38 percent), and whites (seven percent).

TABLE III-1

DOWNTOWN STATION ENVIRONS
POPULATION BY ETHNICITY[1]

	Population	Hispanic	White	Black	Asian and Amer. Indian	Other
Union Station	6,194	38%	7%	7%	45%	2%
Civic Center	6,300	29%	29%	14%	28%	1%
Fifth/Hill	9,721	26%	44%	22%	7%	1%
Seventh/Flower	14,065	56%	28%	8%	6%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R 18-55 by Southern California Association of Governments

[1]Percentages may not odd up to 100% because of rounding errors.

Civic Center. The Civic Center neighborhood population is slightly greater than Union Station's; however, it is still less than most of the other station environs. Local residents are concentrated north of First Street and east of Hill Street.

Table III-1 suggests an even distribution among ethnic groups in this station environs. Members of ethnic minorities are, however, concentrated in specific areas. The Asian and Hispanic populations primarily reside north of the station site and are a continuation of the Chinatown community. The majority of the white and black residents live east of the station area, in the Skid Row district around Spring and Main streets. The Bunker Hill senior citizen complex in the western portion of the station neighborhood has contributed to a recent increase in the local white population. Another major Asian concentration is the Japanese community in the Little Tokyo area. This population has increased in recent years because of the construction of new senior citizen housing projects.

Fifth/Hill. The population of the Fifth/Hill station environs is much higher than the previously discussed stations. The total population remains relatively small, however, when compared to most other station environs on the Metro Rail alignment. The most populous ethnic group are whites, followed by Hispanics and Blacks. The Asian population declines as one moves south from Chinatown. In general, local residents live east of the station site, along Spring and Main Streets in the Skid Row area.

Seventh/Flower. The population of the Seventh/Flower station environs is the largest of any of the Central Business District (CBD) neighborhoods and is within the middle range of all stotion neighborhoods. The majority of the Seventh/Flower population lives in the area west of the Harbor Freeway. Table III-1 indicates that over half of the total population is Hispanic. They have gradually replaced an older and dwindling white population.

Age Structure

Union Station. The population profile is characterized by a large percentage of young people: 32 percent of the local population is 19 years or younger (see Table III-2). This reflects the influx of immigrants, primarily young Asian families, to the Union Station environs during the past decade. The Union Station neighborhood has by far the largest proportion of five to nineteen year olds of all the CBD station environs. The proportion of elderly, however, those 65 and over, is the lowest of the four downtown stations.

Civic Center. The population composition at the Civic Center station environs exhibits fewer young but more elderly than Union Station. Children under five years drop to three percent, and young people between five and 19 years are 11 percent of the population. The lorger proportion of elderly (16 percent) is explained by the presence of subsidized elderly housing in the the Bunker Hill renewal area and by the large male population in the northern fringe of the Skid Row area east of Broadway. Specifically, 75 percent of the total population 15 years or over is male, and 13.2 percent of these individuals are 65 or over.

Fifth/Hill. The demographic profile for this station environs shows an increase in the elderly age segment and a decrease in the number of young people. The population under five years drops to two percent, and those between five and 19 years drop to 5 percent of the population. In contrast, 20 percent of the population is elderly, the highest proportion among the four downtown stotion environs. The explanation for this age structure is the presence of Bunker Hill's housing complex for the elderly on Hill Street and the elderly male population of the Skid Row area. According to the 1980 Census, of the total population 15 years or over for this station environs, 80 percent are male and about a fifth of the population is elderly.

Seventh/Flower. The composition of the Seventh/Flower Station population differs from the previous two station environs in the following ways. The proportion of seniors is lower (15 percent), while the percentage of those under five is seven percent and those between five and 19 years are 13 percent of the population. As discussed in the SCRTD Technical Report on Existing Conditions — Regional and Community Setting (1982), the Los Angeles downtown has been a point of entry for recent Asian and Hispanic immigrants. In particular, Hispanics reside in the western portion of the Seventh/Flower station environs. The population statistics for this station neighborhood clearly reflect this movement into the neighborhood.

TABLE III-2

DOWNTOWN STATION ENVIRONS
AGE STRUCTURE

	Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
Union Station	6,194	5%	26%	17%	17%	13%	10%	8%	11%
Civic Center	6,300	3%	11%	10%	18%	15%	15%	10%	18%
Fifth/Hill	9,721	2%	5%	9%	19%	15%	16%	15%	19%
Seventh/Flower	14,065	7%	13%	13%	19%	12%	10%	10%	16%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R 18-55 by Southern California Association of Governments.

Household Type and Size

Union Station. The Union Station neighborhood has the largest household size among all Metro Rail station environs. Sixty-eight percent of the married couples and 43 percent of the total households have members less than 18 years. The data reflects the recent in-migration of young families, primarily in Chinatown. More than a quarter of the station environs households include five or more persons. The large family size is explained partly by the frequent occurence of extended families.

Civic Center. The Civic Center station environs has a much smaller household size than Union Station (see Table III-3). In dramatic contrast to the Union Station environs, 75 percent of the local households have only one person for reasons explained previously. Households with members less than 18 years of age amount to ten percent of the population. Most of these households are in the northern portion of the station environs and reflect a geographic continuation of Chinatown.

Fifth/Hill. The household characteristics in the Fifth/Hill station environs are similar to those in the Civic Center. It has the smallest household size of the four downtown station environs. Households with members less than 18 years amount to only four percent, and 86 percent of the total households consist of one person.

Seventh/Flower. Household size is higher in the Seventh/Flower station environs than in the Civic Center or Fifth/Hill but consideralby less than Union Station. As mentioned above, the Seventh/Flower station environs, similar to the Chinatown section of the Union Station environs, is a point of entry area for recent immigrants. The primarily Hispanic migrants of the Seventh/Flower station environs, however, differ from their Chinese counterparts because they tend to arrive as individuals and, therefore, have lower household sizes.

TABLE III-3A

DOWNTOWN STATION ENVIRONS
HOUSEHOLD SIZE

	Total Households	Persons per Household	Percent of Households With 5 or More Persons
Union Station	1,525	3.2	26%
Civic Center	2,411	1.6	6%
Fifth/Hill	5,139	1.2	1%
Seventh/Flower	7,599	1.8	7%

TABLE III-3B

DOWNTOWN STATION ENVIRONS
HOUSEHOLD TYPE

	Total Households With Members Under 18	Married Couple Family	Male Head. No Spouse Family	Female Head No Spouse Family	Nonfamily Households
Union Station	662	68%	5%	27%	0
Civic Center	233	72%	6%	19%	3%
Fifth/Hill	190	55%	15%	24%	7%
Seventh/Flower	1,111	60%	12%	25%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Union Station. The Union Station environs contain the highest percentage of seniors living in family households among all of the station environs in this study (53 percent of all senior households). This observation supports explanation proposed earlier that Asian immigrants tend to arrive in extended families more often than other immigrant groups. If this trend towards extended or large immigrant families continues, housing demand in this neighborhood will increase faster than supply and shift toward multiple room apartments.

Civic Center. In contrast to the Union Station environs, only 20 percent of the elderly in the Civic Center station neighborhood live in family households (see Table III-4). This means that most local seniors live alone, possibly because of the subsidized housing for the elderly provided by the Angeles Plaza on Hill Street, between First and Third Streets.

Fifth/Hill. In the Fifth/Hill station environs, the number of seniors living alone becomes more pronounced. Only six percent of elderly households include other family members, and nearly 92 percent of the elderly live alone. This is the highest percentage of seniors living alone among all of the station environs.

Seventh/Flower. In the Seventh/Flower station environs, 27 percent of the households have at least one senior, and of these elderly households, 11 percent live with families and 86 percent live alone. Again, this is one of the highest percentage of seniors living alone in all of the station environs. These high percentages can be explained, in part, by the number of retirement homes and motels along Main and Los Angeles Streets between Skid Row and the downtown garment district.

Additional elderly housing may appear in the near future at the Seventh/Flower station environs if the proposed renovation of the Van Nuys building at Eighth and Main Streets, and housing for the elderly at Plaza Figueroa and South Park are completed.

TABLE III-4

DOWNTOWN STATION ENVIRONS[1]
ELDERLY HOUSEHOLD TYPE

	Total Elderly[2] Households	One Person Households	Family Households	Nonfamily Households
Union Station	458	43%	53%	5%
Civic Center	760	78%	20%	2%
Fifth/Hill	1,548	92%	6%	2%
Seventh/Flower	2,065	86%	11%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R 18-55 by Southern California Association of Governments.

1 Percentages may not add up to 100% because of rounding error.
2 Elderly refers to residents 65 years and older.

Housing Characteristics

The percentage of renter occupied units in the four downtown station environs is quite high, particularly at the Union Station environs (see Table III-5). Although the median contract rents of the four station environs are relatively low, the incidence of overcrowding (i.e., persons living in households with 1.01 or more persons per room) are extremely high. The only exception is Fifth and Hill: its median contract rent is also low, but it has less overcrowding. Two of the highest levels of overcrowding among all station neighborhoods are found at the Union Station and Seventh/Flower station environs. This reflects the move of predominantly Asian and Hispanic immigrants into these two locales.

TABLE III-5A

DOWNTOWN STATION ENVIRONS
YEAR ROUND HOUSING UNITS BY TENURE AND VACANCY

	Housing Units	Renter Occupied	Owner Occupied	Vacancy[1]
Union Station	1,525	93%	7%	0
Civic Center	2,916	81%	2%	17%
Fifth/Hill	6,276	81%	1%	18%
Seventh/Flower	8,707	86%	1%	13%

TABLE III-5B

DOWNTOWN STATION ENVIRONS
MEDIAN VALUE, MEDIAN CONTRACT RENT, AND OVERCROWDING

	Median Owner Occupied Value	Median Contract Rent	Percent of Population Living in Households With 1.01+ Persons Per Room
Union Station	$ 103,100	$ 146	48%
Civic Center	110,000	126	25%
Fifth/Hill	No census data reported	128	16%
Seventh/Flower	77,500	141	49%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R 18-55 by Southern California Association of Governments.

[1]Vacancy includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years or Older

In comparing the downtown station environs, all but Union Station have a high incidence of work disability, roughly double the percentage at other station environs. The Civic Center and the Fifth/Hill station share the highest incidence of work disability and have among the highest levels of transit disability of all station environs.

TABLE III-6

DISABILITY STATUS OF THE DOWNTOWN STATION RESIDENTS AGED OLDER THAN 16[1]

	Total Population	Work Disability Number	Work Disability % of Pop.	Transit Disability Number	Transit Disability % of Pop.
Union Station	3,191	188	5.9%	129	4.0%
Civic Center	4,769	692	14.5%	317	6.6%
Fifth/Hill	9,255	1,592	17.2%	553	6.0%
Seventh/Flower	11,800	1,281	10.9%	530	4.5%

Source: Census of Population and Housing, 1980
Census reports STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

No interviews of residents or key informants were made at the four station environs in the downtown area because there are no substantial residential areas within walking distance--about two blocks--of the proposed station sites. However, we have derived approximate figures for family income and vehicle access using the 1980 Census data. Family income levels within the downtown station environs are the lowest of all the station environs and line segment corridors. The proportion of residents with regular access to an automobile is also unusually low. Table III-7 shows median and mean family income and the percentage of auto access for each of the downtown station environs.

TABLE III-7

MEDIAN AND MEAN ANNUAL FAMILY INCOME AND VEHICLE ACCESS IN THE DOWNTOWN STATION ENVIRONS

	Annual Median Family Income	Annual Mean Family Income	% of Occupied Units With Regular Access To a Vehicle
Union Station	$ 9,091	$ 12,624	44%
Civic Center	9,215	12,019	20%
Fifth/Hill	8,486	10,261	8%
Seventh/Flower	9,818	11,606	22%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R 166 by Southern California Association of Governments.

Summary of Existing and Possible Future Demographic Conditions

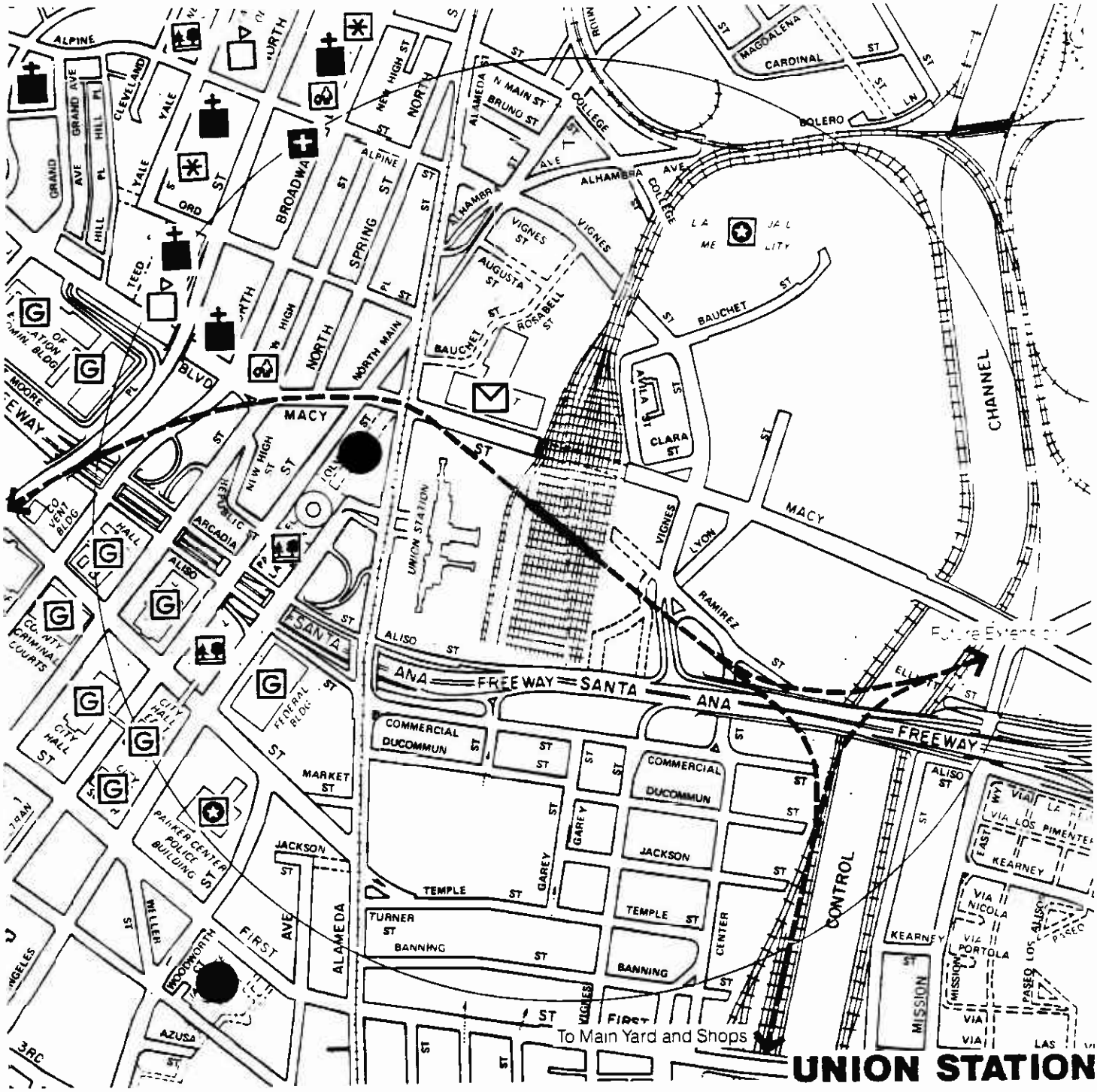
The four station environs in the downtown area can be divided into two distinct categories. The first category includes the Union Station and Seventh/Flower station environs. They have become points of entry for primarily Asian and Hispanic immigrants. The age structure and household type of these two highly dense neighborhoods suggest that the Asian immigrants probably arrive with their extended family, while Hispanic immigrants tend to be single males between the ages of 20-40.

Because of extensive overcrowding in the Union Station environs, future housing demand will continue to be acute, since projected land use does not predict supplemental housing stock. The addition of young, growing families will mean that housing demand will increase and probably shift to multiple room apartments. At the Seventh/Flower station environs, the proposed new housing projects of the South Park redevelopment project will probably serve younger business people and professionals. The SCRTD Technical Report on Conditions—Regional and Community Setting suggests there will be continued growth among minority groups in the downtown area. The northwest portion of the Seventh/Flower station environs was earlier identified as a main concentration and point of entry for these groups. The low income housing supply in the downtown may, therefore, prove to be inadequate for future demand.

The other distinct category within the downtown includes the Civic Center and Fifth/Hill station environs. Older whites and Blacks predominate, and they primarily live alone, east of the Hill Street alignment on Spring and Main Streets. If implemented, the Bunker Hill and Central City redevelopment plans would increase the overall housing supply. The new housing, oriented toward middle and upper middle class households, would not satisfy the demand for low cost housing in this area.

Public Facilities

Union Station. Many churches, cultural centers, social clubs, and organizational offices are found within the Union Station environs (see Figure III-1 and Table III-8). The majority of these facilities provide services to residents of Chinatown and are primarily situated northwest of the proposed station site. There is also quite a number of schools, mostly private, in this same area, as well as the French Hospital. A cemetery and three funeral homes are located in the southeastern section of the Union Station environs. The Civic Center and the Japanese Gardens in Little Tokyo are located in the south and southwest portions of the Union Station environs. Both of these facilities are easily accessed from the proposed station at First and Hill Streets. Directly across from Union Station is the Pueblo Historic Park, a major tourist attraction in the Regional Core and a focal point for Los Angeles Hispanic communities. Union Station itself is a major regional transportation facility.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High / High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone / Utility Business Office
- Utility / Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center / Fraternal Org
- Social Service Center
- Recreation Center
- Park / Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure III-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

TABLE III-8

FACILITIES AND SERVICES AT THE DOWNTOWN STATION ENVIRONS

	Public/ Institutional Facilities	Social Cultural Facilities	Health Care Facilities	Parks Open Spaces
Union Station	10	13	2	2
Civic Center[1]	15	7	1	2
Fifth/Hill[1]	8	12	0	1
Seventh/Flower	5	7	3	0

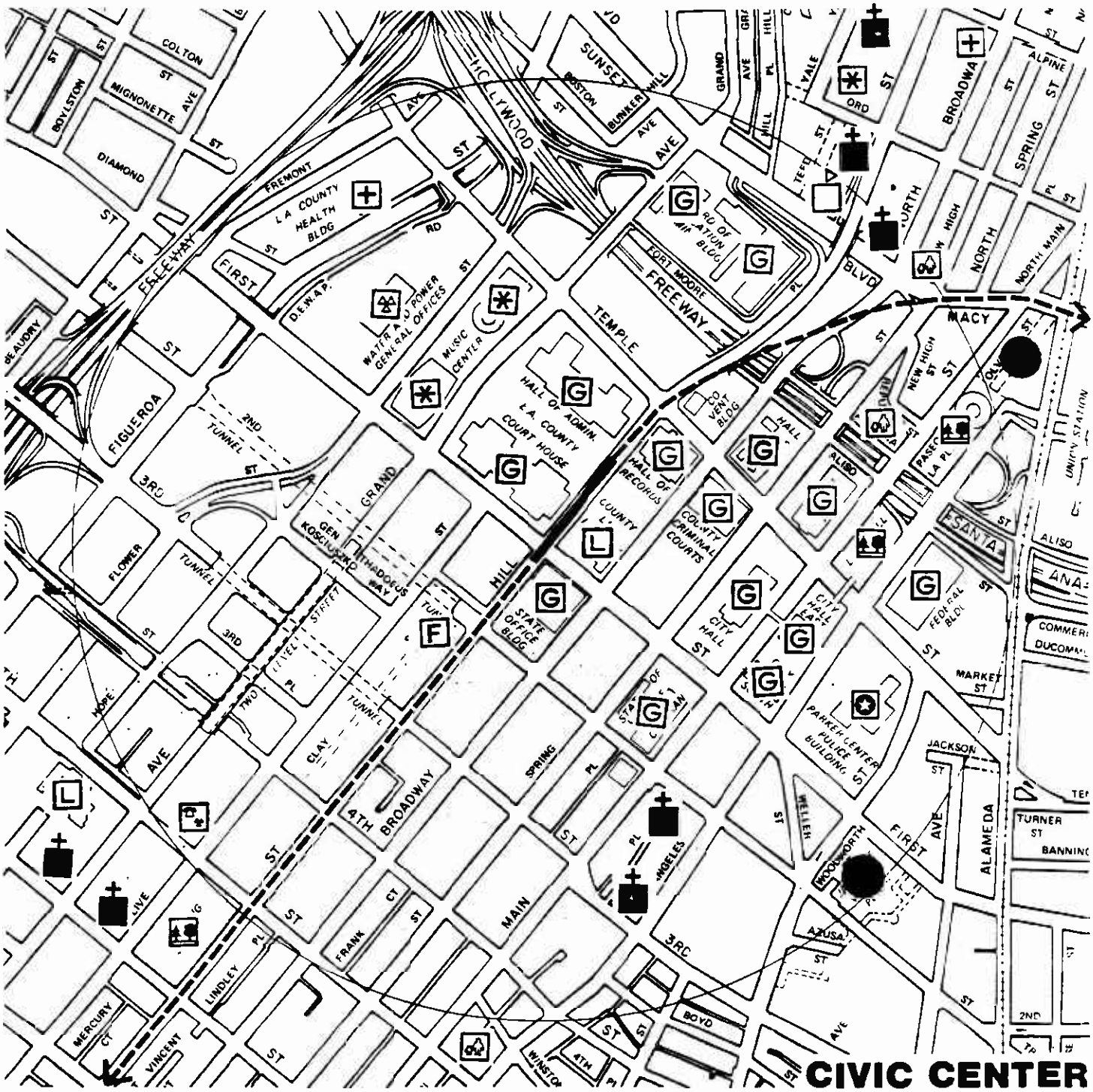
[1]Because the boundaries of these station environs overlap, some of the facilities have been counted twice.

Civic Center. A number of churches are found within the Civic Center station environs primarily to the north and east of the proposed station (see Figure III-2 and Table III-8). Several retirement homes are located along Main and Winston Streets, in the southeastern sector of the station environs as well as a hospital and cemetery. Little Tokyo and Japanese Village are both found approximately five blocks east of the proposed station, while directly to the north and west of the proposed station are the Music Center and many government office buildings.

Fifth/Hill. As shown on Figure III-3, the facilities in the Fifth/Hill station environs are not concentrated in any sector. Churches are located throughout the station environs, while many retirement homes are found east of the proposed station, along Los Angeles, Main, and Winston Streets. Missions and other private and public social service agencies serve the homeless, chronically unemployed residents of Skid Row. These facilities are primarily east of Spring Street. Two fire stations are located north and southeast of the station site. The central branch of the public library and a well known urban park, Pershing Square, are located directly west of the proposed station site.

Seventh/Flower. The Seventh/Flower station environs can be divided into two distinct geographical areas, that east and west of the Harbor Freeway (see Figure III-4). The area east of the Harbor Freeway is integrated into the downtown. Most of the station environs' seven churches are in this section, primarily along Hope Street; however, these churches are not heavily used by the local residents. There are also a number of movie theaters in the busy shopping areas along Broadway and Hill Streets. The public library headquarters and Pershing Square are well situated, within a short walk from the proposed station site.

The area west of the Harbor Freeway is, on the other hand, predominantly residential, populated by low income immigrants, often from Latin America. Good Samaritan Hospital and Woodbury College are located in this area, although they are not generally utilized by the local residents. Medical facilities are also located in this area, but they, too, are rarely used by the local population.



PUBLIC/INSTITUTIONAL FACILITIES

- Elementary School
- Junior High · High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone / Utility Business Office
- Utility / Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES

- Church
- Synagogue
- Cultural Center Fraternal Org
- Social Service Center
- Recreation Center
- Park / Open Space

HEALTH CARE FACILITIES

- Hospital
- Health Clinic Medical Complex

COMMERCIAL

- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

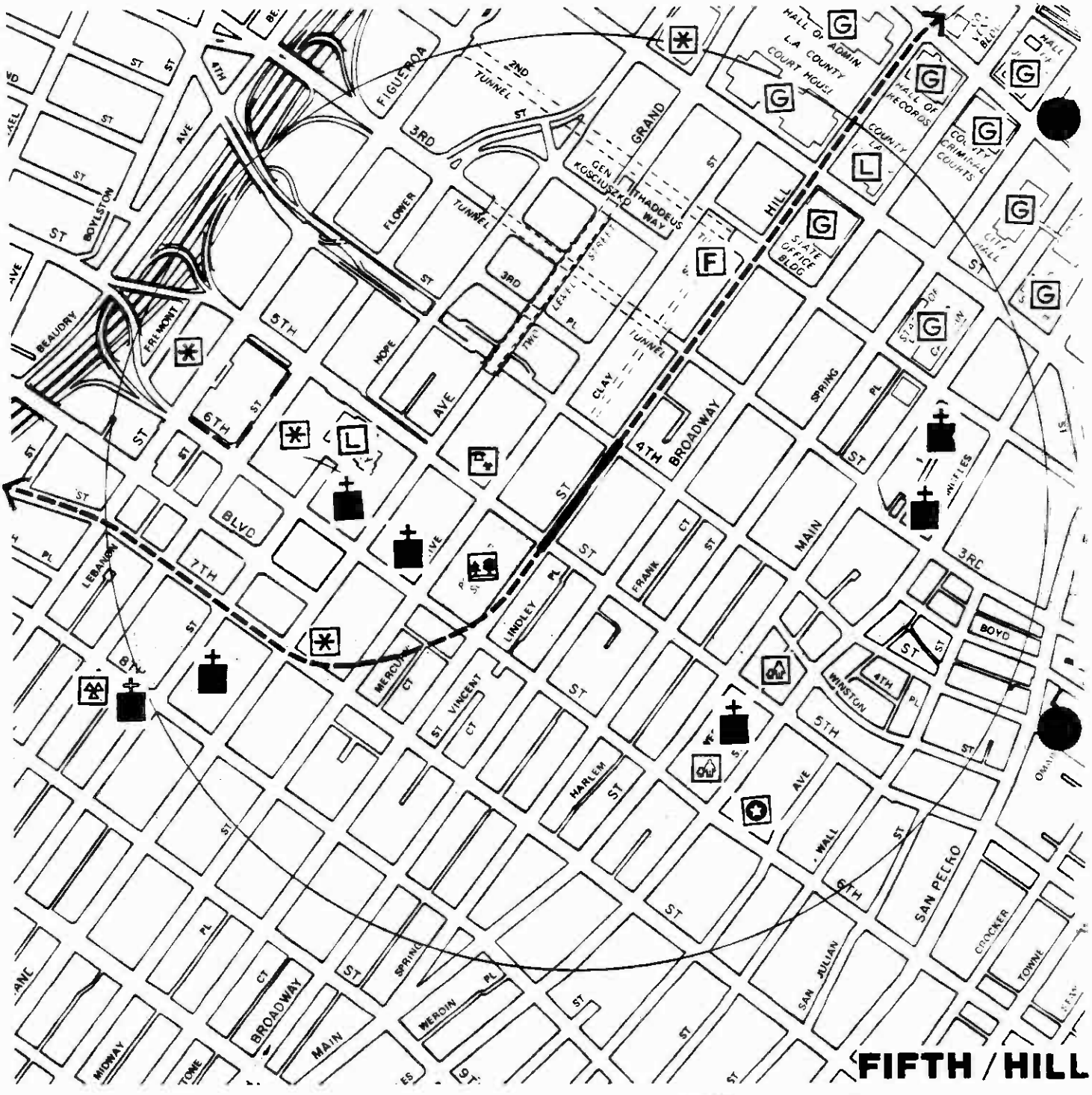
PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure III-2

SEDWAY/COOKE

Urban and Environmental Planners and Designers



Southern California Rapid Transit District

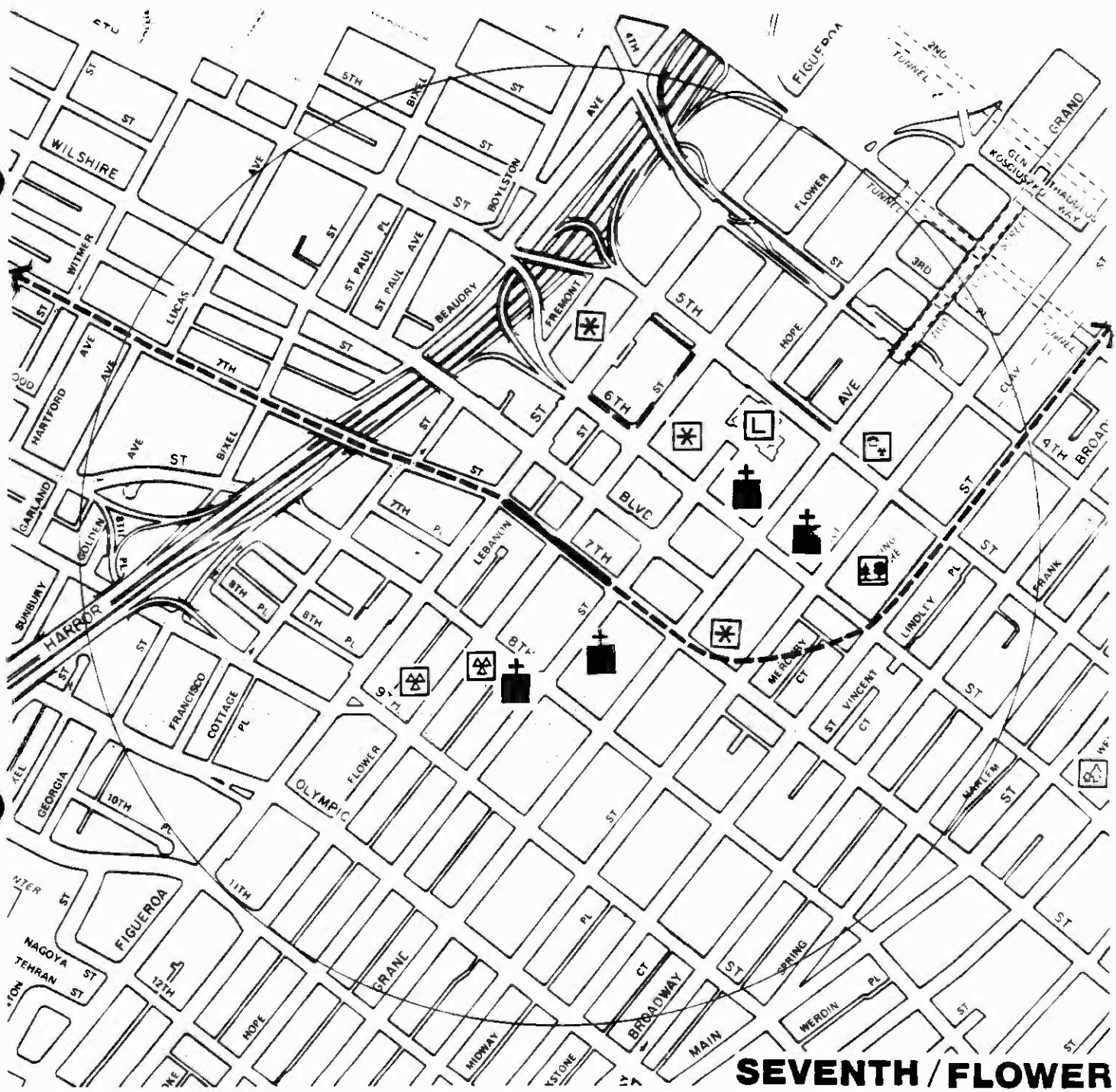
Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

Figure III-3

SEDWAY/COOKE

Urban and Environmental Planners and Designers



JBLIC/INSTITUTIONAL CILITIES
- Elementary School
- Junior High / High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone / Utility Business Office
- Utility / Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center / Fraternal Org
- Social Service Center
- Recreation Center
- Park / Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic / Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure III-4

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Direct Long Term Displacement Impacts

Construction of the four station sites within the downtown will not displace any residents or public facilities. Preliminary right-of-way plans show a number of commercial establishments will be displaced for construction of stations and the maintenance yard.

Direct Short Term Construction Impacts

Disruption of community life and diminished access to local facilities are the primary construction related impacts at the downtown station environs. Union Station will be constructed as an "off street" station. All other downtown stations will be built "on street," using cut and cover construction. As a result, construction time will vary between 29 and 35 months. Diminished access to local facilities will result for both drivers and the limited number of residents who are pedestrians in the area.

Construction is likely to reduce many downtown streets to a maximum of two lanes throughout most of the construction period. Spillover traffic may, therefore, affect downtown communities despite their distance from the stations. This will be especially true in Chinatown where cut and cover techniques between North Main Street and Macy Street may cause traffic congestion in the southwestern portion of the Chinatown District. Increased traffic in this area will affect the string of small pedestrian oriented shops, primarily located along North Spring and North Broadway Streets. This may make shopping and general mobility in and out of the area difficult for the local residents. Diminished access to the Central Post Office and Olvera Street may occur.

During construction along Hill Street, spill-over traffic will most likely occur along Olive Street. Residents living in the newly constructed complexes along Olive Street may be affected by the increased traffic. Spillover traffic caused by the construction of the Seventh/Flower station will not affect the local neighborhood since the Harbor Freeway acts as a physical barrier between downtown and the local residents living adjacent to the freeway. Dump trucks carrying tunnel muck and station excavation materials will cause additional congestion depending on other queing location and numbers per day. Entering and exiting trucks will range from 104 per day at Union Station to 74 at Seventh/Flower.

Many sidewalks will be narrowed during most of the construction period, with some being reduced to no more than four feet during a portion of the construction period. Given the large number of nonresidential pedestrians at most downtown station locations, especially during the noon hour, pedestrians will experience difficulty accessing buses and commercial and service facilities. Residents may, therefore, perceive the construction as a psychological barrier forcing them to take alternative routes. Those who are most greatly affected will be seniors with impaired sight and hearing.

Noise will also be a disruptive factor during the construction period, though residents may only be affected when they approach the construction site. Noise impacts will result from clearing, excavation, construction and finishing activities. The largest impacts will occur during soldier pile drilling, a period of up to three months. Noise may cause residents to avoid much of the area, disrupting local activity patterns. The extent of acoustic impacts cannot be determined, however, until noise limit specifications are written into construction contract documents.

The construction activities of the Downtown Maintenance Yard will be largely confined to the western bank of the Los Angeles River. There will most likely be minimal disruption to the residential area east of Mission Road on the eastern bank of the river. Increased traffic along Santa Fe Avenue will probably occur due to construction vehicles. Little disruption of the existing industrial activity is expected.

Long Term Direct and Indirect Operational Impacts

Land use changes within the station environs will be the most significant environmental impacts for station environs residents. Major changes will occur with or without Metro Rail. The No Project Alternative is projected to add 15,700,000 square feet of office space with with 3,297,000 square feet of retail space. Of this retail area, only 68,260 square feet is devoted to community retail, marketed to the local neighborhoods. Under the No Project Alternative projections, 2,850 new dwelling units in the downtown station environs with 7,090 new residents.

Metro Rail will increase the development trends begun under the No Project Alternative. Projections show 11,047,000 square feet of office space will be added to the downtown environs, probably taking the form of large office towers. Retail space will add 1,954,400 square feet to the present downtown environs, with only 77,000 square feet devoted to community retail. This community oriented retail is unlikely to be marketed to present station environs residents because there will be an additional 5,410 dwelling units and 14,130 residents. Of these projections, 2,620 dwelling units and 14,130 residents are attributed to Metro Rail.

Both the No Project Alternative and the Metro Rail Alternatives will foster large changes for present residents and significant demographic changes. Development under either alternative may affect residents living adjacent to the station areas. Union Station and Seventh/Flower residents will be affected if development crosses to the other side of the freeways. Civic Center and Fifth/Hill station environs residents will be affected if development begins within Skid Row.

Use of local facilities will change as the demographic composition of the station environs change. Services and facilities will, generally, experience greater use, although those catering to low income groups may experience use declines as median income increases. Retail stores will probably also experience higher patronage as more people move downtown and agglomeration affects draw more people to downtown regional retailing areas. The pedestrian atmosphere of the station environs is liable to last over a longer period of time as more residents access new services by walking.

Demographically, either with or without Metro Rail, downtown will become an area with a higher median income than previously exists. The trend will, however, be more pronounced with the addition of Metro Rail as units are marketed toward middle and upper income professionals. This will increase the auto ownership rate within the station environs as well. Minority population increases are liable to be slowed as new development competes for space with present units. Many minority residents will not be able to afford these new units. As a result, the rate of minority population percentage increase may be slowed.

IV. WILSHIRE/ALVARADO STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The Wilshire/Alvarado station environs has the largest population of all the station environs (see Table II-1). This large population results in the dense neighborhoods which characterize the eastern portion of the Wilshire Boulevard subregion.

Table IV-1 indicates that the most populous ethnic group is Hispanic; they constitue 65 percent of the local population. Whites and Asians comprise 22 percent and 8 percent, respectively. Blacks make up only 3 percent of the population.

TABLE IV-1

WILSHIRE/ALVARADO STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
39,530	65%	22%	3%	8%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The age structure reflects a large, young, and growing population (see Table IV-2). Thirty-seven percent of the population falls between the child bearing ages af 20 to 34. This may explain, in part, the large percentage of children under five in the station environs. Approximately nine percent of the total population is under five years of age. This is the second highest percentage of children under five among all of the station environs. Another factor contributing to the high percentage of children is the influx of recent immigrants, primarily young Hispanics, to the Wilshire/Alvarado station environs.

The elderly population comprises 13 percent of the total population. Although this is a significant proportion, local informants report that this proportion has been declining for at least the last decade. (See SCRTD Technical Report on Existing Conditions--Regional and Community Setting, 1982.) The majority of the elderly are white. According to the 1980 Census, 42 percent of the total non-Hispanic white population is 65 years or older, while only 3 percent of the Hispanic population is 65 years or older. This reflects the changing ethnic character of the statian environs: a younger, predominantly Hispanic population is replacing an older white population.

TABLE IV-2

WILSHIRE/ALVARADO STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
39,530	9%	16%	14%	23%	11%	6%	7%	13%

Saurce: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association af Governments.

Household Type and Size

The Wilshire/Alvarado station neighborhood has 16,344 households. The average household size of 2.3 persons per household is relatively large but similar to the other station environs (i.e., Vermont, Normandie, and Western) located in the eastern portion of the Wilshire Corridor.

According to the 1980 Census, 43 percent of the total station environs households are one person households. This is among the lowest of all of the station environs. The 11 percent of the total households with five or more persons is the second highest percentage among all station environs along the Metro Rail alignment. One possible explanation for these household size figures is the influx of young families moving into the station environs.

TABLE IV-3

WILSHIRE/ALVARADO STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
4,393	60%	10%	27%	3%

Source: Census of Population and Hausing, 1980.
Census reparts STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Of the elderly households, 70 percent are one person households. This is among the highest percentages in all of the station environs.

TABLE IV-4

WILSHIRE/ALVARADO STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
3,603	70%	26%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The overwhelming majority of the total year round housing units are occupied by renters (see Table IV-5), typical of the eastern segment of the Wilshire Corridor. Housing demand is strong in the station environs and is reflected in the percentage of overcrowding. The 57 percent overcrowding figure is the highest of all the station environs. In addition, the median home value ($78,800) and contract rent ($174) is well below the average for all of the station environs. This, too, is indicative of a neighborhood less affluent than the station environs to the west along the Wilshire Corridor.

TABLE IV-5

WILSHIRE/ALVARADO STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
17,193	92%	3%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

In the Wilshire/Alvarado station environs 7.4 percent of the residents that are 16 years of age and older indicated that they had a long term health condition which limited the kind or amount of work they were able to perform. This is one of the higher incidences of work disability among the station environs. Likewise, the proportion of Wilshire/Alvarado station environs residents reporting a disability which made it difficult or impossible for them to use public transportation was somewhat higher than the proportion in most of the other station environs.

TABLE IV-6

DISABILITY STATUS OF WILSHIRE/ALVARADO RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
31,195	2,315	7.4%	1,767	5.7%

Source: Census of Population and Housing, 1980. Data report. STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

All key informants indicated that households in the Wilshire/Alvarado station environs earn, on the average, well below $20,000 per year. These impressions were supported by the local residents interviewed and census data for 1980. The census reports median family income at $10,045 per year and mean family income at $12,231 per year. The low income level helps explain the relatively low percentage of households with regular access to an automobile reported by the key informants and 1980 census data. The latter shows an auto access rate of approximately 46 percent, one of the lowest in this study. Of the local residents interviewed, half did not have regular access to an automobile; they were largely dependent on the existing bus system as their primary means of transportation.

Summary of Existing and Possible Future Demographic Conditions

Hispanics comprise the largest ethnic group in the Wilshire/Alvarado station environs. Recent Hispanic immigration probably accounts for the area's relatively large population and household size. The neighborhood also has the second highest percentage of overcrowding of the station environs. The immigration of young, Hispanic families will probably also mean a relative decline in the percentage of the

primarily white, elderly population. The station environs has become a major point of entry for recent Hispanic immigrants, especially from Central America, as well as for Asian immigrants. Barring major changes in foreign political conditions or U.S. immigrations laws, this trend can be expected to continue.

Public Facilities

This area has a large number of public facilities and extensive social interaction (see Figure IV-1). Many health clinics, both private and public, are located near MacArthur Park on Alvarado and Seventh Streets. There are also a number of cultural and service centers oriented to the local Hispanic population. Most of these facilities are located to the east and south of MacArthur Park and they are heavily utilized. MacArthur and LaFayette Parks provide recreational opportunities to the predominantly low income residents, although informants report they must compete for these facilities with Skid Row residents from the downtown.

Station Neighborhood Quality Indicators

Wilshire/Alvarado station environs residents who were surveyed liked this neighborhood because of its central location, proximity to the downtown, convenient shopping, good transportation, and ethnic homogeneity. Key informants and respondents also enjoyed living in the area because of its accessibility to social services and because of its lower rents. Many of these reasons reflect the growing immigrant population in the neighborhood and relate back to the previous discussions. The social networks among more established Hispanic and Asian residents of the neighborhood help new immigrants to adapt to Los Angeles. Also, the proximity of the station environs to employment centers, such as the downtown and Hollywood, makes the neighborhood attractive to newcomers. The area's central location is reinforced by the high level of locally accessible transit service which serves the largely transit dependent local population.

Social Activity Patterns

Use of Local Facilities. According to key informants and interviewed local residents, the Saint Barnabas senior citizen center, located on Wilshire Boulevard near Alvarado Street, is frequently used by the elderly population during the day. Union Avenue elementary school is heavily used, as is the nearby Cambia adult school. Many small, private medical clinics catering to immigrants are also used by the local residents. The Botica del Public, located at the corner of Seventh and Alvarado Streets, is frequently used both as a pharmacy and an information center for birth control and general hygiene. MacArthur Park is popular with local residents, and is a major source of recreation for this low income neighborhood. The Westlake and Park movie houses are also frequently used by local residents.

Travel Patterns. A majority of respondents either walked or took the bus to local facilities and services in the station area. The most heavily used pedestrian thoroughfares is Alvarado Street between Sixth and Eighth Streets. Sixth Street, Seventh Street, and Wilshire Boulevard between Alvarado and Burlington Avenue are also heavily used by pedestrians. This is where most of the local services and small retail businesses are located.

As mentioned above, both key informants and local respondents reported that they enjoyed the good surface transportation service of the station environs. Local residents frequently use public transit, especially lines which stop at the heavily used pedestrian streets.

PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High / High School
- Special School Facility
- Junior College
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- Utility / Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center Fraternal Org.
- Social Service Center
- Recreation Center
- Park / Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure IV-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers

Direct Short Term Construction Impacts

The Wilshire/Alvarado station environs will experience both a disruption of community life and diminished access to local facilities as a result of Metro Rail construction activities. The station will be constructed by cut and cover techniques and situated off-street, east of Alvarado Street between Wilshire Boulevard and Seventh Street. The construction zone will be especially large because of the inclusion of a pocket track. The constructian periad will be longer than average, up to 35 months.

Both drivers and the extensive number of pedestrians will experience diminished access to local facilities when soldier piles are driven or drilled and decking is built. Westlake Avenue and Bonnie Brae Street are likely ta be blocked off to drivers and pedestrians during the construction period. The restriction or elimination of access to parking along these streets would significantly reduce the scarce supply af parking in the station area. Pedestrian access to shops along Alvarado Street would be temporarily eliminated as clearance begins for station construction. Many residents may also perceive this phase of canstruction as a psychological barrier which would force them to devise alternative local routes. Those who would probably experience the greatest hardship are seniors, because of their greater incidence of impaired sight, hearing, and mobility.

Community life will also be disrupted by noise and traffic congestion during the extended construction period. Traffic impacts would result from the temporary closure of streets ar reduction of lanes. Streets particularly subject to these impacts include Alvarado and Seventh Streets, as well as Wilshire Boulevard. As a result, drivers may avoid these main thoroughfares and rely an neighborhood side streets. This development would disrupt community life and temporarily degrade the neighborhood's valued characteristics. Dump trucks will increase traffic congestion on the major muck hauling routes: Alvarado, Seventh, and Eighth Streets, as well as Olympic Boulevard. The additianal traffic congestion will pose a safety problem for other drivers and pedestrians as well, in particular the large number of children who walk through the station environs.

The most potentially injurious impacts, however, wauld appear during the drilling of soldier piles. This periad could last up to three months. The construction noise may cause residents to avoid much of the area adjacent to construction activities. Tne initial noise and the revised activity patterns may also cause discomfort far nearby residents. However, the extent of acoustic impacts cannot be precisely determined until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

Respondents and key informants named central location as one of the most important reasons for living in this station environs. Metro Rail will increase this attribute by making more areas of the city accessible for residents. The large, transit dependent population of the station environs also values good public surface transportation as an important neighborhood amenity. Although more extensive traffic congestion is anticipated, SCRTD plans to provide bus turnouts to avoid compounding traffic congestian and to facilitate bus loading and alighting.

Ethnic homogeneity was also identified by residents as a neighborhood attribute. The large Hispanic community can be expected to increase under the No Project Alternative as well as under the Project alternatives. Larger, international political forces have spurred the migration of Hispanics to the station environs and Metro Rail could only modestly influence this trend.

New retail establishments will probably pay higher cammercial rents, which translate to increased sales costs, than existing marginal businesses that would be displaced during construction or operation. As a result, residents may leave the area to purchase similar but less expensive services.

Residential displacement is also relatively extensive at the Wilshire/Alvarado Station. Although more than 200 new housing units are projected for the Wilshire/Alvarado area under the Metro Rail alternative by the year 2000, this housing may not be priced low enough for most residents of the station environs.

The Metro Rail induced environmental changes within the Wilshire/Alvarado station envirans may also cause changes in resident activity patterns. The many Hispanic-oriented services and facilities are likely to experience increased demand because Hispanics will cantinue to form a large partion of the population. The services for the elderly, on the other hand, are likely to experience a decreased demand as the remaining elderly white population diminishes.

Existing commercial facilities in the station environs may experience a decline in usage if residents perceive a character change on Alvarado Street and then go elsewhere for shopping. This may decrease the high level of pedestrian activity in the area but increase bus usage when local residents travel from the area to reach outlying commercial facilities.

Natural, as well as Metro Rail induced demographic changes, will result in a large station environs population, with slightly higher incomes and auta ownership rates. This increase will result fram the large number of middle income residential units projected within the area. Residents at these units may be non-Hispanic, and this may slow the demagraphic trend currently identified within the area.

Direct Long Term Displacement Impacts

The off-street location of the Wilshire/Alvarado Station results in considerable displacement of commercial establishments and residential units. Station construction would require the relocation of an estimated 23 commercial establishments and 26 residential units. A fire station will also be displaced, however it will be functionally replaced within the station environs.

V. WILSHIRE/VERMONT STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the Wilshire/Vermont station environs is very dense and among the largest of all the Metro Rail station environs.

Table V-1 indicates that the majority of the residents in the Wilshire/Vermont station environs are minorities. Hispanics, at 45 percent of the population, are the largest group. Asians comprise 18 percent of the population, and Blacks five percent. Whites make up 30 percent of the population; and the remaining two percent is classified as other.

TABLE V-1

WILSHIRE/VERMONT STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
24,966	45%	29%	5%	18%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The age structure of the Wilshire/Vermont station environs is similar to most of the other station environs in the Wilshire Boulevard corridor. However, children under five years of age comprise seven percent of the population, one of the highest percentages of any station environ (see Table II-2). Thirteen percent of the total population are young people between the ages of 5 and 9, again one of the highest percentages among the Metro Rail environs. These large percentages of children reflect the arrival of young families to the Wilshire/Vermont station environs in recent years. More specifically, key informants reported that the southeast portion of the station environs has become a "gateway" for immigrant Hispanic families. The section of the station environs south of Wilshire Boulevard is also an immigrant center and has a growing Korean community.

TABLE V-2

WILSHIRE/VERMONT STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
24,966	7%	13%	14%	26%	12%	8%	7%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

This station environs has a relatively large average household size, 2.0 persons per household. Even though 52 percent of the environs' 12,284 households are single person households, a relatively large portion (seven percent of station environs households) have five or more persons per household. This is also one of the highest percentages for the Metro Rail station environs. Of the households with members under 18, 62 percent consist of married couples (see Table V-3). As these children grow, the need for greater space for these families will increase, along with a demand for health, education, and public transit services.

TABLE V-3

WILSHIRE/VERMONT STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
2,123	62%	8%	27%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Table V-4 indicates that 24 percent of the station environ's households have at least one elderly person. Seventy-one percent of those households, in turn, consist of one person. Like the other demographic findings, this figure is one of the highest percentages of senior living alone of all of the station environs.

TABLE V-4

WILSHIRE/VERMONT STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
2,954	71%	26%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Of the total year round housing units in the Wilshire/Vermont station environs, the overwhelming majority are occupied by renters. Over 90 percent are renter occupied, far above the average for the Regional Core.

Most of the owner occupied residences are single family homes, and in this station environs, their median value is $85,000, below the average for the other Wilshire Boulevard Metro Rail stations. The average contract rent, at $198 in 1980, is also below the level of other Wilshire Boulevard stations. Continued strong housing demand can be expected to force rents higher in the future.

One current expression of this housing demand is the incidence of overcrowding. Forty-five percent of the local residents live in overcrowded dwelling conditions. This is one of the highest figures for station environs.

Additional Demographic Characteristics

Because of the presence of a large immigrant population in the Wilshire/Vermont station environs, the number of households with regular access to an automobile is lower than the Regional Core average. Key informants estimated that 61 percent of the local residents had regular access to an auto, a figure only slightly higher than the 55 percent reported in the 1980 census.

Annual income is another indicator of transit dependence. Key informants and local residents indicated that, on the average, families residing in the Wilshire/Vermont station environs have incomes of less than $20,000 a year. The 1980 census confirms this estimate; in 1980, median households income was $11,376 per year and mean household income was $13,749 per year. The similarity of the mean and median reflect the homogeneity of the area, representing well below average income figures for the Regional Core.

TABLE V-5

WILSHIRE/VERMONT STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
12,974	92%	3%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Ages 16 Years and Older

In the 1980 census, slightly less than six percent of the Wilshire/Vermont station environs residents aged 16 or older indicated that they had a long term disability which limited the kind or amount of work they could perform. Approximately four percent of the population aged 16 and older found it difficult or impossible to use public transportation because of a long term health condition. The share of individuals citing either of these types of disabilities is roughly comparable to the percentages found in other station environs. Table V-6 summarizes the 1980 census figures on disabled persons in the Wilshire/Vermont station environs.

TABLE V-6

DISABILITY STATUS OF WILSHIRE/VERMONT
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
21,046	1,195	5.7%	768	3.6%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Summary of Existing and Possible Future Demographic Conditions

Hispanics, many of whom ore immigrants, ore the largest ethnic group in the Wilshire/Vermont station environs. Their demographic characteristics, as well as those of Asian immigronts, probably account for the large averoge household size in the station environ. Housing demand, already strong, will increase if the neighborhood continues to be a center for the arrival and settlement of immigrants. Land use dota compiled by Sedway/Cooke projects both an increased number of housing units and more intensive use of the existing housing stock by the year 2000. The influx of young families may shift housing demand toward larger apartments and homes, and further increase pressure on existing single-family dwelling units.

In addition to a changing age structure, characterized by increasing percentages of younger residents, the Wilshire/Vermont station environs will continue to experience a shift in its ethnic composition. Younger, predominantly minority households, will replace tne older and declining white population.

Public Facilities

The public facilities in the Wilshire/Vermont station environs are not extensively used. There are, however, a large number of churches, as well as four post-secondary schools and trade schools within the stotion environs. A computer school and a church are located near the station site at Wilshire Boulevard and New Hompshire Avenue (see Figure V-1). The other facilities are evenly distributed over the station environs. Two recreation facilities, Shatto Playground and Lafayette Park, are located in the northern and eastern parts of the station environs, respectively.

Station Neighborhood Quality Indicators

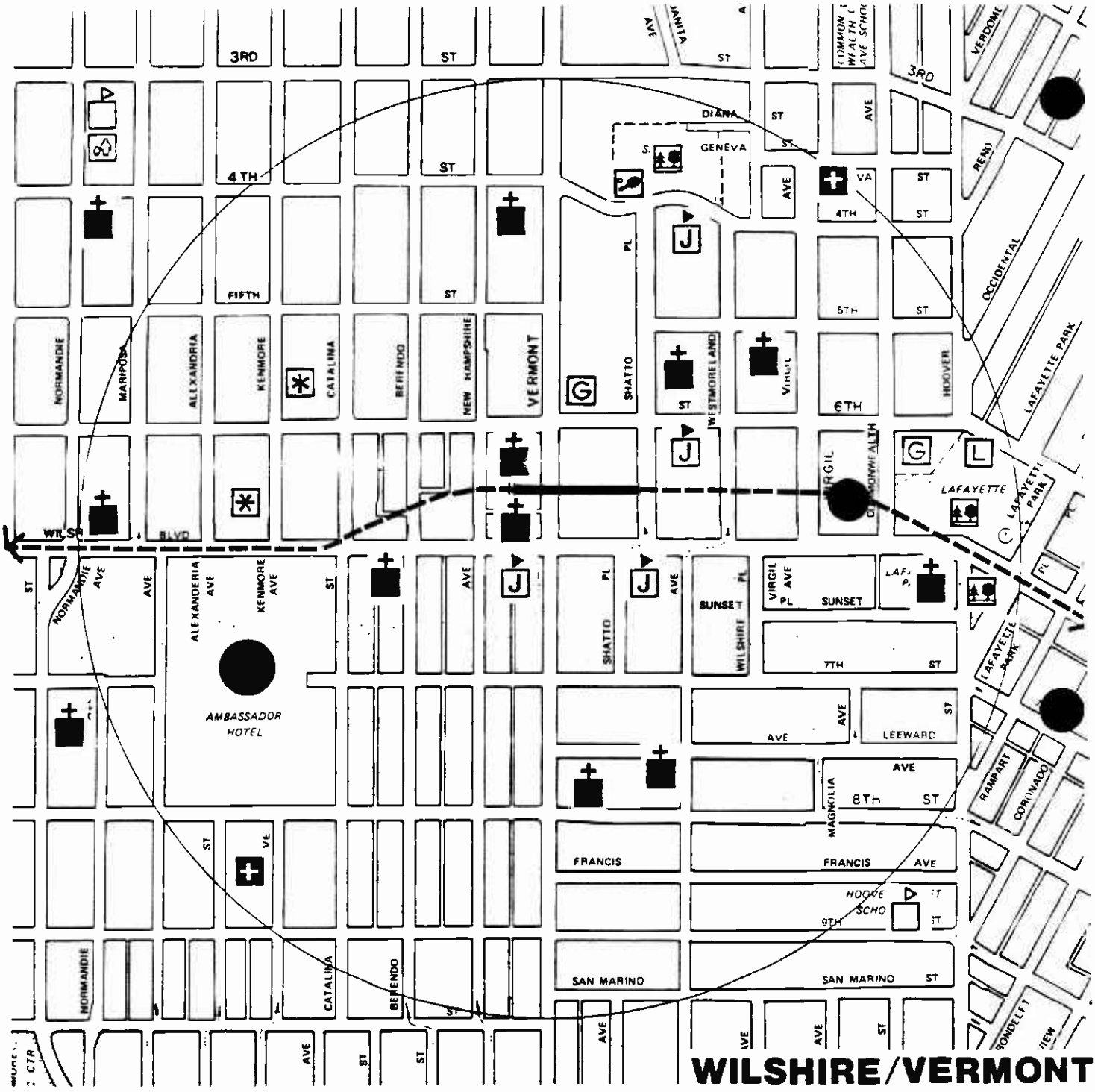
Wilshire/Vermont station environs residents are reported to live in this neighborhood because of its central location. They have easy access to employment, as well as other parts of the city. The respondents also repported that other positive community characteristics are convenient shopping and good public transportation. Both key informants and respondents stated that residents chose to live in the area because of its lower rents and proximity to facilities, especially recreational ones.

On the negative side, traffic congestion, crime, and poor air quality were all mentioned by respondents as unfavorable characteristics of the station environs. Traffic data confirms that traffic along Vermont Avenue is moderate to very heavy during peak hours.

Social Activity Patterns

Use of Local Facilities. According to key informants, experts on the characteristics of the Wilshire/Vermont station environs, residents frequently use Lafayette Park, which is located east of the station site, for recreation. Shatto Playground, located three streets north of the station site, is also used, but much less than Lafayette Park.

The key informants were not, however, exact about the use of most public facilities in the station environ (see Figure V-1). One key informant believes local residents spent much of their time at home. This information is consistent with the direct



Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure V-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers

observations of The Planning Group, Inc. interviewers. While conducting field work in the Wilshire/Vermont station environs, they reported little use of existing public facilities. Probable explanations are residents' lack of information, lack of time, and a lack of correspondences between services and users.

Travel Patterns. Although the Wilshire/Vermont station environ is well serviced by eight different bus lines, and although respondents mentioned that residents valued the station environ's good public transportation, no respondents actually used public transportation. The mode of travel for this sample was evenly divided between walking and driving when shopping for food, going to the bank, and eating at restaurants. When going to work, most of the respondents drove, presumably because of the greater distances.

The local thoroughfares typically used by pedestrians are in and around the Wilshire/Vermont intersection. Respondents who lived north of Wilshire Boulevard preferred Sixth Street over Wilshire Boulevard for east-west pedestrian access. Those respondents living south of Wilshire Boulevard prefer Seventh and Eighth Streets for east-west access. Both Vermont Avenue and New Hampshire Avenue are heavily used as north-south pedestrian routes.

The most heavily travelled north-south auto thoroughfares are Vermont, New Hampshire, and Normandie Avenues. Third, Sixth, and Eighth Streets, and of course, Wilshire Boulevard, are the most heavily travelled east-west thoroughfares. As with pedestrian traffic, local residents prefer Sixth and Eighth Streets, rather than Wilshire Boulevard as an east-west route. Traffic along each of these routes is expected to increase significantly by the year 2000.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The Wilshire/Vermont station will be constructed as an off-street station, primarily east of Vermont Avenue and north of Wilshire Boulevard. It would be situated adjacent to the local branch of the Bank of America. This site decision will reduce disruption on surrounding streets. However, cut and cover construction will nevertheless disrupt traffic on Vermont Avenue and will probably restrict north-south automobile movement to two lanes for a minimum of several months. Traffic may then spillover to New Hampshire Avenue and Berendo Street. According to key informants, both of these streets currently have heavy pedestrian and automobile traffic, especially at peak hours.

Pedestrian traffic will be disrupted along Vermont Avenue because pedestrians will be forced to take alternate routes when sidewalks are blocked. This may create major problems for two special local user groups, the elderly and the handicapped.

A large number of dump trucks will be required to remove excavated station debris from the station site. They, too, will create traffic and noise problems within the area. For example, queuing space for dump trucks entering and exiting every day will be required on the muck haul route, Vermont Avenue, both north and south of the station.

Noise will also be a disruptive factor during the engineering stages of clearing, excavation, construction, and finishing. The most substantial impacts will occur during soldier pile drilling. This will last up to three months. Noise may then disrupt local activity patterns near the Wilshire/Vermont intersection. Both thoroughfares are now heavily used by pedestrians and automobiles. The extent of acoustic impacts, however, cannot be fully determined until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

In the Wilshire/Vermont station environs, respondents indicated that residents consider central location to be one of the most important reasons for living in the area. Metro Rail will increase this centrality by making more sections of the Regional Core accessible to local residents. In addition, Wilshire/Vermont respondents reported that a second reason for living in the environs was convenient amenities. Metro Rail will enhance some amenities by adding retail services to the present commercial space within the station area. Much of this space will, however, be marketed toward office employees who work in the area, and not toward local residents.

Respondents also noted that residents consider good public surface transportation to be an important neighborhood attribute. As a result of Metro Rail, bus service may be slowed, especially during peak hours, if commuters attempt to reach the station by their cars. Additional congestion may be caused by an increased number of residents, shoppers, and employees in the area.

Increase in traffic congestion can be expected among both major and minor streets, especially those near the station site. Under the No Project Alternative congestion may also increase, but it would be less extensive.

A characteristic of the environs which was not cited during interviews by residents, but which may be impacted, is the residential nature of the station area. Under the Metro Rail scenario, year 2000 residential development is projected to exceed the No Project Alternative by 2,230 units. Major office development will also affect residents living in the station environs. The new residential units will probably be marketed to wealthier individuals than those now living in or moving to the station environs. The net result would be a median income higher than both the current level and higher than the No Project Alternative/non-Metro Rail scenario.

Changes in land use may also force the present activity patterns of residents to change. For example, a growth in population density will result in a higher utilization of public facilities and commercial services within the station environs. This trend will be enhanced if local services and facilities are augmented to serve the needs and numbers of existing and future residents. As a result of both processes, pedestrian activity may increase, with a corresponding decrease in the use of bus and autos by local residents. Future pedestrian patterns will, however, also depend on the character of the anticipated new retail shops. At present, each local shopping street has a different character, each of which corresponds to adjacent ethnic or income groups. New community retail space along Sixth Street and Wilshire Boulevard is likely to be oriented toward the new, higher income residents likely with this area. Olympic Boulevard, however, will probably retain its Asian character (i.e., Koreatown), though Metro Rail may be a catalyst in this area for development oriented towards consumers with higher incomes. In this case, the new consumers may be wealthier Asians.

Demographic trends which may result from Metro Rail include an increase in the number and ownership rate of automobiles. These changes will stem from the growth of population and family incomes. The percentage of elderly can be expected to decline with or without Metro Rail when the existing, largely white, senior populotion either "passes away" or moves from the area.

Direct Long Term Displacement Impacts

Twelve commercial units are projected to be displaced. These include restaurant, retail and office uses as well as commercial and public parking lots.

VI. WILSHIRE/NORMANDIE STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The Wilshire/Normandie station environs contains the second largest population among Metro Rail station environs. It has medium and high density multiple-family dwellings on both sides of Wilshire Boulevard typical of the Wilshire Corridor west of the downtown.

The ethnic composition of the station environs is similar to adjacent Metro Rail station environs. As one travels west along Wilshire Boulevard, the Hispanic population decreases and the white population increases. Hispanics and whites comprise nearly equal percentages of the station environs population, about 30 percent each (see Table VI-1).

TABLE VI-1

WILSHIRE/NORMANDIE STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
33,575	30%	32%	10%	25%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Key informants confirmed this census data and reported that the area is ethnically mixed, with slightly more whites living in the area north of Wilshire Boulevard, and Hispanics and Asians living south of Wilshire Boulevard. In addition, the Wilshire/Normandie station environs has the largest number of Asians and Pacific Islanders of any station environs. Most of this population is Korean, and a large portion of Koreatown is contained within the station environs, particularly from Eighth Street south. The remainder is primarily Japanese, Chinese, and Filipino. These four groups comprise 21 percent of the population.

Age Structure

Age structure resembles the patterns of the other Metro Rail stations west of the downtown on Wilshire Boulevard. However, the percentage of children and youth (i.e., 0-19 years of age) is high (18 percent) when compared to most other station environs; the percentoge of elderly is low (13 percent).

TABLE VI-2

WILSHIRE/NORMANDIE STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
33,575	6%	12%	14%	27%	12%	8%	8%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

The large youth population can be attributed to the increase of school age Hispanics and Asians in the Wilshire subregion. While white and black school enrollment has declined in the last decade, Hispanic elementary, junior high, and senior high school enrollment grew by at least 100 percent in this station environs. Asian public school enrollment grew 85 percent between 1970 and 1980.

Age breakdown by ethnicity indicates that 30 percent of the white population is over 65 years of age. The minority populations are generally younger, with less than five percent of the Black, Hispanic, and Asian population over 65 years of age. Only five percent of the white category is 17 years or younger, versus 25 percent for Hispanics and 19 percent for Asians.

Household Type and Size

The Wilshire/Normandie station environs has 17,475 households, with an average of 1.9 persons per household. Six percent are large households (five or more members) and 17 percent of the households have members under 18 years old. These figures are large in comparison to other station environs. There is also a large percentage of single, female-headed families; they comprise 26 percent of the station environs' households.

Elderly Households

Approximately 20 percent of the station environs' households are elderly, nearly double the percentage found in the general population. This disparity occurs because 68 percent of the area's seniors live in one person households, much higher than the general population. Few seniors live in extended families or group situations; only 30 percent of the area's senior households are family households.

TABLE VI-3

WILSHIRE/NORMANDIE STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
2,927	64%	8%	26%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

TABLE VI-4

WILSHIRE/NORMANDIE STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
3,597	68%	29%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The Wilshire/Normandie station environs consists primarily of multiple family dwellings and over 90 percent of the units are renter occupied. Very few units (3 percent) are owner occupied, an expression of the scarcity of single family dwellings in the area. In general there is a gradient of increasing home values from this station west to the Fairfax/Beverly station environs.

TABLE VI-5

WILSHIRE/NORMANDIE STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
18,444	92%	3%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Median contract rent statistics exhibit a similar pattern, increasing as one moves westward. The rents of Wilshire/Normandie station environs at $230 are midway between those of the Wilshire/Vermont and Wilshire/Western station environs. Median owner occupied value is $102,600.

As rents and owner occupied median home values increase as one moves west along Wilshire Boulevard, the overcrowding rate decreases. At Wilshire/Normandie the overcrowding rate is high, with nearly 40 percent of the local population living in overcrowded units.

Disability Status of Residents Aged 16 Years and Older

Approximately 5.9 percent of the residents 16 years of age and older reported a long term health condition limiting the kind or amount of work they were able to perform. A relatively small portion of this population reported difficulty or inability to use public transit due to a long term physical or mental health problem.

Additional Demographic Characteristics

Key informants report that family income levels within the Wilshire/Normandie station environs are above $20,000 north of Wilshire Boulevard and below $20,000 south of Wilshire Boulevard. The 1980 census reports median annual family income as $15,439. If a higher income group exists north of Wilshire Boulevard, the census data suggest that either the group is small or that the differential between the northern and southern regions is not as great as the informants suggested. This is because the presence of a small, high income group should significantly buoy up the mean in this station environs. Yet, the mean is only 25 percent higher than the median.

TABLE VI-6

DISABILITY STATUS OF WILSHIRE/NORMANDIE RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
33,575	1,704	5.9%	961	3.3%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Key informants also commented that the area has a high rate of auto ownership. They observed, consistent with the previous discussion on income, that the auto ownership rate of the wealthier area north of Wilshire Boulevard is probably higher than the lower income area south of Wilshire Boulevard. Overall, the 1980 census reports that roughly 62 percent of the households have regular access to an automobile.

Summary of Existing and Possible Future Demographic Conditions

The Wilshire/Normandie station environs is an ethnically diverse area of multiple family dwellings. The area exhibits trends similar to other eastern Wilshire Corridor station environs. It has a large number of young people and a low number of elderly. A high proportion of the area's families live in overcrowded dwelling units. North of Wilshire Boulevard, the population tends to be white; Hispanics and Asians tend to live in the southern section where rents are cheaper or where Koreatown begins, south of Eighth Street. Both Hispanics and Asians have a large youth population, many of whom, according to key informants, have entered the station environs within the last decade. These recent immigrants are likely to live in the most overcrowded dwelling units.

Koreatown is a relatively recent phenomenon. Its major commercial areas are along Eighth Street and Olympic Boulevard. Asians living within this station environs tend to concentrate close to these streets, with a minority of Asians living north of Wilshire Boulevard. The growth of this Asian community is also reflected in increases in elementary school enrollment.

These demographic trends are likely to continue for the next several decades. The southern section of the station environs will see an increasing Asian population, and this in turn will foster a large number of ethnic oriented businesses. This growing population will also present additional demand for housing. But, since little new housing is now being built in this area, overcrowding, rent and housing prices will

increase. Sedway/Cooke land use data projects that approximately 250 new dwelling units will be added to the area's housing stock, and about 1,500 new residents will move into the station environs by the year 2000 without Metro Rail. This new housing may ultimately help offset the crowding that is expected to appear in the intervening period.

Though Wilshire Boulevard will continue to be a regional employment center, Sixth Street may benefit from a moderate additional amount of new commercial establishments catering to an increasing percentage of minority residents.

Public Facilities

The Wilshire/Normandie station environs is well served by a variety of public facilities (see Figure VI-1). The station environs has two post-secondary educational institutions, a post office, a telephone office, a library and several social and recreational facilities. These facilities are dispersed throughout the station environs and one of them is located near the proposed station site. There are a large number of local churches, which, according to informants, serve people living both inside and outside the area.

Station Neighborhood Quality Indicators

Residents of the Wilshire/Normandie station environs who were interviewed reported they liked living in this neighborhood because of convenient shopping, good transit, and proximity to employment centers. In general, both residents and key informants agreed that the area is centrally located. Other qualities mentioned by residents include good restaurants and neighbors, as well as an urban feel to the neighborhood. Few negative characteristics were mentioned other than crime, which was a major concern of respondents.

Social Activity Patterns

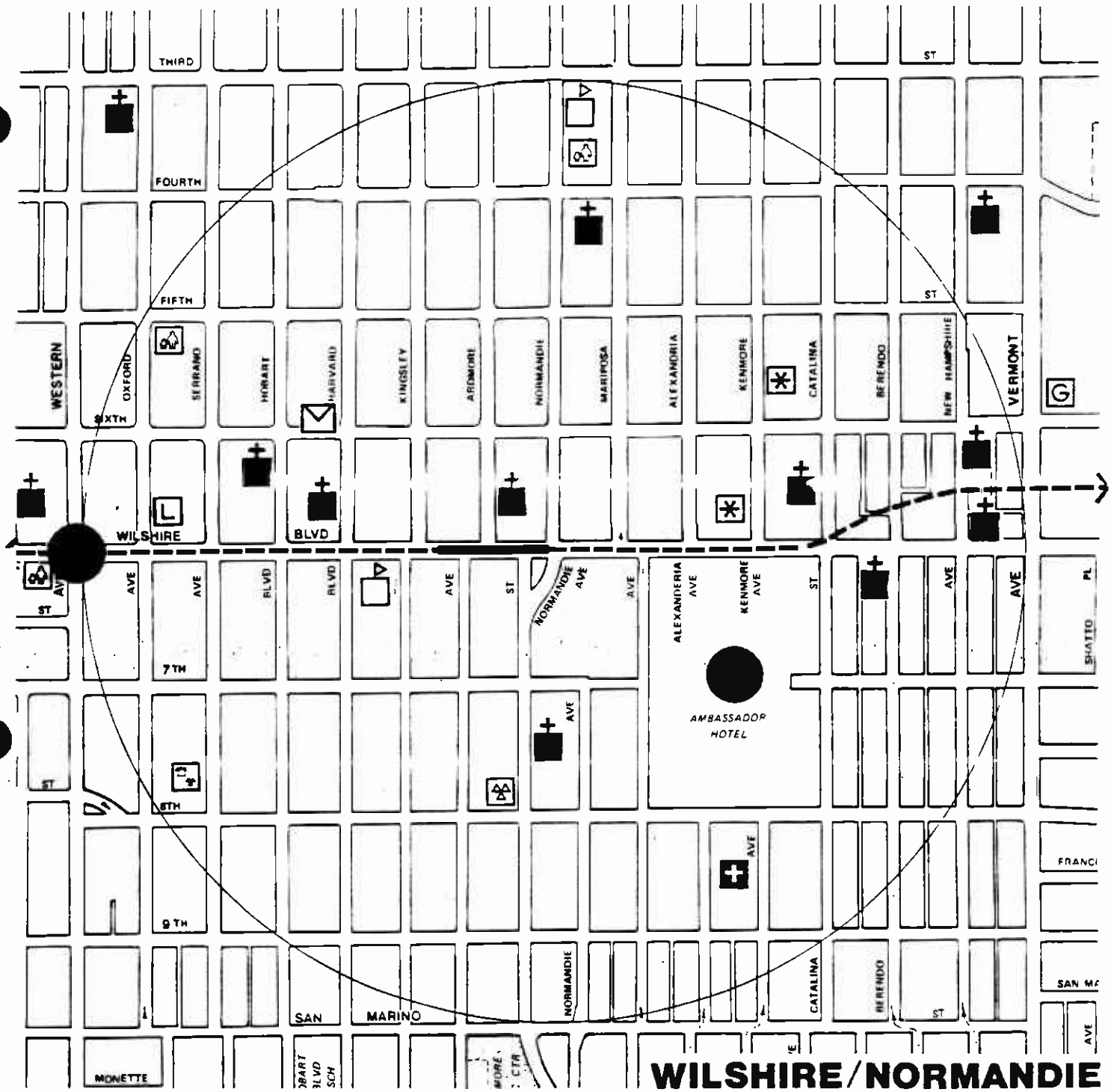
Use of Local Facilities. According to key informants and resident interviews, residents use the many local services and facilities. Many residents work within the station environs or a short distance from it and mainly leave the area to eat in restaurants, to meet with friends and relatives, or to shop in large department stores.

Travel Patterns. Interviewed residents mainly walked to Wilshire Boulevard to access facilities and services. For shopping and buses to downtown or the ocean they walked to Wilshire Boulevard, Vermont Avenue, or Western Avenue. North and south pedestrian access to Sixth and Eighth Streets was obtained via Normandie Avenue.

Residents who drive mostly used local streets to both access services and facilities and to avoid the main thoroughfares. To leave the area to downtown or the west side, drivers used Wilshire Boulevard or Sixth Street. They used Normandie Avenue to access the freeway.

The bus routes most frequently used by interviewed residents were along Wilshire Boulevard. These bus lines were, in turn, used to access north-south routes. Typical reasons for using the buses were proximity to bus stops and frequent headways.

Interviewed residents walked, drove or took buses with approximate equal frequency. Many elderly residents often walked up to one-half mile to reach social



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone/Utility Business Office
- Utility/Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center/Fraternal Org
- Social Service Center
- Recreation Center
- Park Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure VI-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

services, despite the availability of bus connections. This is probably due to cost, time lost in waiting for buses, and the urban ambience of the neighborhood that makes walking a pleasant experience.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The Wilshire/Normandie station environs may experience both a disruption of community life and diminished access to local facilities as a result of Metro Rail construction activities along Wilshire Boulevard between Normandie and Ardmore Avenue.

Diminished access to local facilities will result from both the physical and psychological barriers presented by construction. Sidewalks may be closed as soldier piles are drilled and decking is built at the construction site. Sidewalks along both the north and sauth sides of Wilshire Boulevard may be affected, though not simultaneously. Constructian will affect local accessibility and disrupt the flow of pedestrians along Wilshire Boulevard.

Disruption of community life may come in two farms, noise and traffic congestion. Noise will increase during construction, with the largest noise impacts occurring during the drilling or driving of the soldier piles. This phase could last up to three months. This would affect the area immediately surrounding the Wilshire/Normandie intersection and negatively impact the senior facility at 616 South Normandie, as well as other adjacent buildings. During this construction phase, noise will probably be heard throughout the station environs. Vibration will alsa be a factor adjacent to structures if piles are driven rather than drilled. The exact extent of acoustic and vibration impacts cannot be determined until naise limit specifications are written into construction contract documents.

The second type af disruption to community life will be traffic congestian. Because most canstruction phases will probably reduce Wilshire Boulevard to three lones, traffic is likely to be diverted onto local neighborhood streets. In addition, the removal of excavated station debris may create severe traffic and noise prablems. Queuing will be required along Wilshire Boulevard, with freeway access gained via Vermont Avenue. In an east-west direction, construction and dump truck queuing requirements are likely to shift Wilshire Boulevard traffic to Sixth and Eighth Streets. This diversion of traffic to neighborhood streets will decrease the safety of these well-used pedestrian streets, and potentially impact the elderly and yauth populations of the Wilshire/Normandie station environs.

Long Term Direct and Indirect Operational Impacts

Subjectively, Wilshire/Normandie residents enjoy living in the area for a variety of reasons. Residents enjoy the central location af the station area as do most residents of Wilshire Boulevard corridor stations. Metro Rail will enhance this centrality by making more sections of the city accessible to local residents, especially those dependent on transit.

Residents also enjoy the convenient amenities of the station environs. Metro Rail will probably reinforce some amenities within the station area thraugh major

additions of office and retail space. Major regional and community retail projects will promote infill and increase density within the station area. Sixth and Eighth Streets will probably become more intensely used, community-oriented commercial streets, while Wilshire Boulevard will continue its regional orientation. Some locally oriented shops or services may be lost in this transition, however.

Good public surface transportation is also considered an important attribute of the station environs. With little or no improvement in traffic congestion buses will be slowed in the Wilshire Corridor. Those dependent on surface transportation, especially for north or south destinations will continue to receive inadequate transit service.

The activity patterns of residents may also change as a result of the relatively large addition of new commercial building to the station area. Pedestrian activity will increase as residents will probably find less need to leave the area for shopping and facilities. Their use of buses and autos may then decline.

Demographically, Metro Rail will accelerate the population increases projected for the station area under the No Project Alternative. Although many new residential units will appear, they are likely to be oriented to new residents with middle or upper incomes. As a result, the median income and the rate of auto ownership may then increase within the station environ.

The minority population, especially Koreans, will continue to increase under both the No Project and Metro Rail alternatives, although the rate of increase may be slowed if Metro Rail induced development is oriented toward middle and upper income residents. The elderly population, which is now mainly white, is projected to decline. Metro Rail is unlikely to slow this trend, and may, in fact, accelerate it.

Direct Long Term Displacement Impacts

It is estimated that no direct displacements will be necessary for construction of the Wilshire/Normandie station.

VII. WILSHIRE/WESTERN STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Wilshire/Western station environs is the third largest of all the station environs. This results in a large, dense population, similar to the station environs located to the east. The ethnic distribution of the Wilshire/Western station environs is diverse and similar to the general Mid-Wilshire area. Whites comprise 35 percent of the total population, followed by Asians with 22 percent and Hispanics with 25 percent of the total population. Blacks are the smallest racial/ethnic group and comprise 14 percent of the station environs population. However, this is the third highest percentage of Blacks of all the station environs. The Wilshire/Western station environs can be seen as a transition area: to the east of Western Avenue, the majority of the population is composed of minorities and immigrants; to the west of Western Avenue, a majority of the population consists of whites, a small fraction of whom are newcomers to the United States.

The largely minority populated neighborhoods east of Western Avenue are characterized by a high percentage of children under five, a small elderly population that is mostly white, and a large population of young people between the ages of 5 and 19. These station environs are also characterized by large households and a high incidence of overcrowding.

TABLE VII-1

WILSHIRE/WESTERN STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
14,472	35%	22%	14%	25%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The age structure of the Wilshire/Western station environs supports the above observation that the percentage of children under five (i.e., six percent) drops significantly from the high percentages in the three station environs to the east (see

Table II-2). To the west of the station environs, along the Wilshire Boulevard corridor, the percentage of children under five continues to decrease. The age group from five to 19 also drops to 11 percent, lower than the three previous station environs on the Wilshire Corridor. According to the 1980 census, 44 percent of the males 15 years and older are single. The Wilshire/Western station environs has the lowest percentage of elderly of all of the station environs along the Wilshire Corridor. The elderly population, however, still accounts for 12 percent of the total population.

TABLE VII-2

WILSHIRE/WESTERN STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
14,472	6%	11%	13%	28%	12%	9%	6%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

In the Wilshire/Western station environs reside 15,371 households. The household density at 1.9 persons per household is lower than the station environs east of Western along Wilshire Boulevard, and higher than the station environs west of Western along the corridor.

Households with members under 18 years of age comprise 17 percent of the total station environs households. This, too, is lower than the station environs east of Western Avenue along the Wilshire Corridor. This supports the analysis that many in the 20 to 34 age group are single adults. Also, 52 percent of the total households are single person households. Compared to other station environs, this is a relatively high percentage.

Overcrowding in the Wilshire/Western station enviorns again reflects the geographically intermediate nature of the area. Five percent of the households have five persons or more. This is lower than the station environs east of Western Avenue but higher than the station environs west of Western Avenue from the downtown to the Hollywood Cahuenga station environs.

Elderly Households

The percentage of senior households in this station environs is among the lowest along the Metro Rail route. Of these elderly households, 62 percent are single person households. This finding partially accounts for the large percentage of one person households in the Wilshire/Western station environs.

TABLE VII-3

WILSHIRE/WESTERN STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
2,591	66%	8%	25%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

TABLE VII-4

WILSHIRE/WESTERN STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
3,004	62%	34%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Of the total year round housing units, 89 percent are renter occupied. However, the percentage of owner occupied units is twice the percentage of owner occupancy in the three station environs to the east. Both the median home value ($124,500) and median contract rent ($247) are higher at the Wilshire/Western station environs than at Normandie, Vermont, and Alvarado. Overcrowding, although high at 33 percent of the population, is lower than at the three station environs east of Western Avenue.

TABLE VII-5

WILSHIRE/WESTERN STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
16,178	89%	6%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Additional Demographic Characteristics

Most Asians and Hispanics reside on the south side of Wilshire Boulevard. However, according to the key informants and local residents, the Asian community, which is largely Korean, seems to be moving to north of Wilshire Boulevard, in the area between Manhattan and Oxford Avenues. Hispanic residents also seem to be moving north of Wilshire, but primarily in the eastern portion of the station environs.

Key informants were not in agreement regarding the income level of the neighborhood. Two informants indicated that the median family income was greater than $20,000, while two indicated that it was less than $20,000. According to 1980 census data the Western/Wilshire environs had an annual median family income of $16,010; the annual mean family income was $18,423. This data, coupled with the information derived from the neighborhood survey, suggest a very wide dispersion of income levels.

The percentage of persons with regular access to an automobile in the Wilshire/Western station environs is also higher than the lower income neighborhoods to the east. The 1980 census reports a vehicle access rate of 70 percent in the Wilshire/Western station environs. The auto ownership rate upholds the correlation between income and vehicle access which we have noted throughout our study.

Disability Status of Residents Aged 16 Years and Older

Just over 6.5 percent of the station environs residents reported that they were limited in the kind or amount of work that they could perform because of a long term health problem. A smaller percentage of the residents cited a disability which made the use of public transit difficult or impossible.

TABLE VII-6

DISABILITY STATUS OF WILSHIRE/WESTERN RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
25,306	1,681	6.6%	1,053	4.2%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Summary of Existing and Possible Future Demographic Conditions

The Wilshire/Western station environs represents a zone of transition between the largely minority neighborhoods east of Western Avenue and the white neighborhoods west of Western Avenue along the Wilshire Corridor. The total population of the Wilshire/Western station environs is among the highest of all the station environs, with a large portion between the ages of 20 and 34. Over half of all households are composed of one person, reflecting the large, young, single adult population. The lower percentages of children and elderly in the Wilshire/Western station environs supports this observation. This trend will probably continue into the near future, as young professional adults move into the area. The Asian population, primarily Korean, has also increased dramatically in recent years. Residing primarily south of Wilshire Boulevard, they have begun to move north. These factors, combined with the increased demand for housing will put pressure on existing housing and apartment prices. Some seniors living on fixed incomes and lower income households may then be priced out of the local market.

The Wilshire/Western station environs will probably remain a transition area, acting as a buffer between the less affluent eastern portion of the Wilshire Corridor and the more affluent western portion. Social and economic forces which reinforce this trend include: (1) previous housing developments have provided multiple dwelling units, which for the most part, end at Wilton Place, and high cost single family dwelling units which appear west of Wilton Place; (2) several neighborhood organizations west of Wilton Place have worked with city officials to preserve the low density, residential character of the neighborhood; (3) Metro Rail may spur elevated housing prices and attract higher income groups to the station neighborhood.

Public Facilities

There are few public facilities or services in this station environs (see Figure VII-1). Most are either churches or schools. The schools are dispersed over the entire area. A social security office on Wilshire Boulevard is located near the proposed station site.

Station Neighborhood Quality Indicators

The Wilshire/Western station environs residents like to live in this neighborhood because of its central location and proximity to employment and other nearby activity centers, specifically the downtown, Hollywood, and Fairfax area. The key informants and local residents interviewed also liked living in this neighborhood because of its convenient shopping, good public transportation, and the presence of friends and neighbors. However, traffic congestion, poor air quality, and crime were seen as the negative qualities of the neighborhood.

Social Activity Patterns

Use of Local Facilities. Residents living within four blocks of the station location who were intereviewed did not usually frequent local facilities near the station site other than the churches on Wilshire Boulevard and the social security office used primarily by the local elderly.

Travel Patterns. Local residents said they enjoyed living in this neighborhood because of good public transportation, however, none of those interviewed regularly took the bus. Few local residents reported that they walked to facilities and services in the station area.

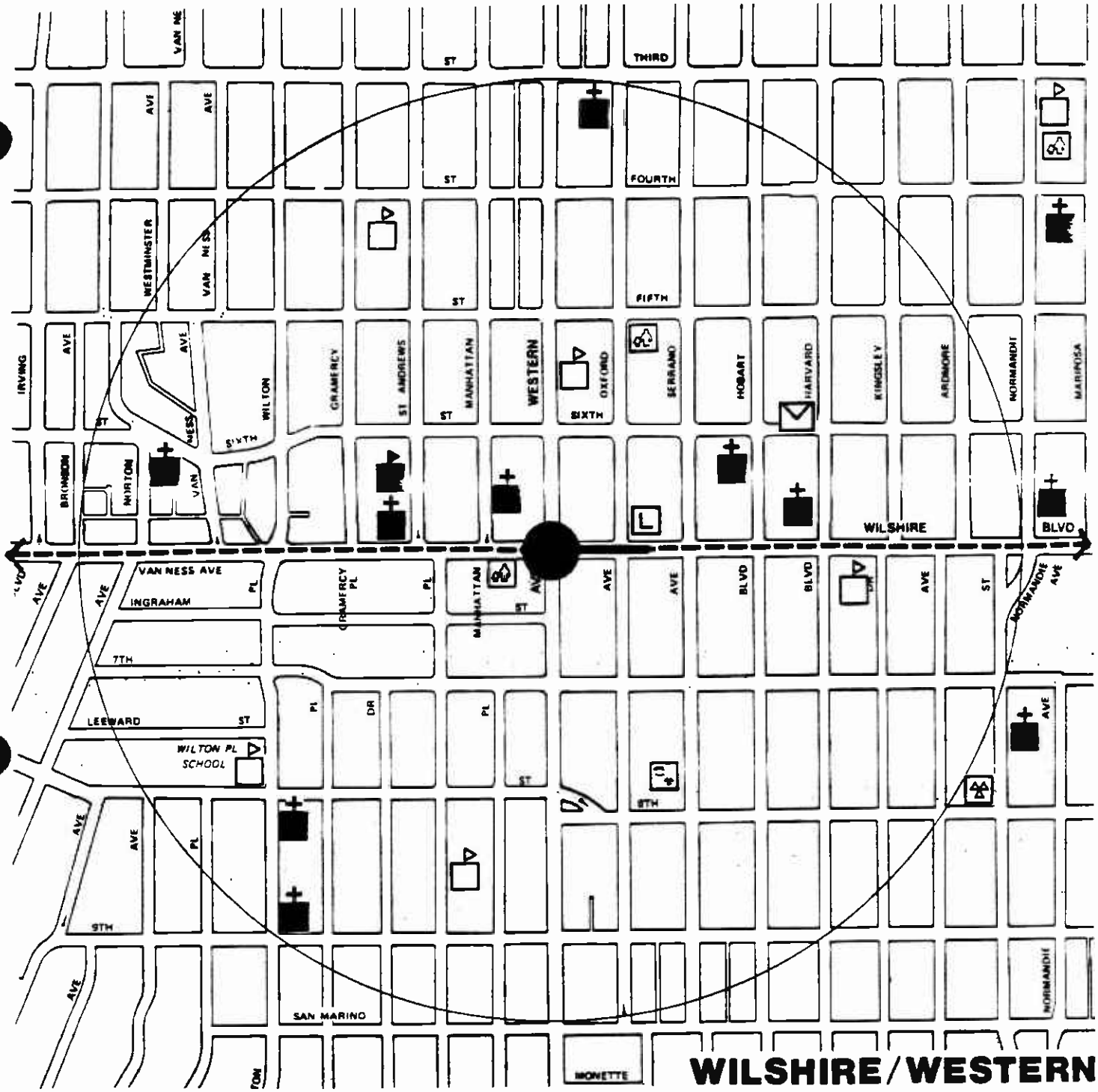
According to key informants, Western Avenue and Wilshire Boulevard are major pedestrian thoroughfares. Another major pedestrian thoroughfare is Sixth Street. Local residents mentioned Seventh Street as a pedestrian access route to Western Avenue. Both the key informants and local residents indicated that Western Avenue, Wilshire Boulevard, Saint Andrews Place, Eighth Street, Wilton Place, and Normandie Avenue are heavily used by automobiles.

Bus patrons are serviced by six lines which traverse the station environs. Major bus lines run east-west along Third Street, Sixth Street, Wilshire Boulevard, and Eighth Street. All appear to be heavily used. There are also major bus lines running north-south on Normandie Avenue, Western Avenue, and Wilton Place. They, too, appear to be heavily used.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Disruption will be significant during the cut and cover construction period, with physical and psychological barriers generated for pedestrians, particularly along Wilshire Boulevard. Sidewalks may be closed as soldier piles are drilled and decking is built within the construction area. Seniors and other users of the facilities adjacent to the construction area may experience mobility difficulties. Access to the social security office situated near the southwest corner of the Wilshire/Western intersection may be impaired.



WILSHIRE/WESTERN

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure VII-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers

The requirement for entering and exiting dump trucks to remove excavated station debris will create traffic and noise problems. Queuing will be required, with Wilshire Boulevard or Western Avenue the most likely streets to be used. Freeway access will be gained via Western Avenue, although traffic may be impeded along both major streets. East-west traffic may be diverted to Sixth, Seventh, and Eighth Streets because Wilshire Boulevard will probably be reduced to three lanes. These thoroughfares were identified earlier by key informants and local residents as being frequently used by the local population. Therefore, congestion will most likely increase in and around the station site area. This location is already heavily used by autos, pedestrians, and buses.

Noise will also be a disruptive factor to the local community during the construction period, with impacts resulting from clearing, excavation, construction, and finishing acitivities. The most severe impacts will occur during soldier pile drilling and may last up to three months. Noise may cause residents to avoid much of the area and may disrupt local activity patterns along Wilshire Boulevard and Normandie Avenue for the duration of the construction period. However, the extent of acoustic impacts cannot be scientifically determined until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

According to the market studies performed as part of the Metro Rail impact analysis, considerable new retail development will be stimulated in the station environs. Metro Rail will became a catalyst for community serving development which is highly valued by the local residents. The No Project Alternative offers little improvement from the present situation.

Public transportation, presently considered good, will improve with the addition of Metro Rail. However, for those preferring buses or relying on them, traffic congestion may increase at peak hours as riders attempt to access Metro Rail or the new regional shopping in the station area. This additional traffic will probably slow bus movement and create barriers for pedestrians attempting to reach local facilities and services. This congestion will also create barriers to community socializing, another important neighborhood characteristic. These social patterns, as well as the underlying demographic patterns, may also change if land values show significant increases. As rents and home values increase, present residents may be gradually displaced.

Currently community behavior patterns show frequent use of local churches and some public facilities. Metro Rail is unlikely to change these patterns, though overall utilization may increase due to the addition of new residents to the station environs by the year 2000. This will alter some activity patterns of local residents. The area will become a physically denser urban environment and the population increase may become a catalyst for the introduction of new amenities.

The station environs is likely to remain a geographic transitional zone, though its increasing land values may spur middle and upper income residential development. Low income groups, especially Hispanics and Asians, may then be pushed from the environs. New dwelling units are likely to be too expensive for low income residents. Therefore, the area may become attractive to young couples or single professionals searching for a central urban location. Asians, primarily Koreans, and

Latinos who can afford potentially higher housing prices will continue to migrate to the station environs. For the former, the area will probably continue to be a center of first settlement.

Direct Long Term Displacement Impacts

Displacement at the Wilshire/Western station site includes two retail establishments on the northeast corner of Wilshire Boulevard. One of these is Thrifty's, a variety-drugstore heavily patronized by area residents. The other store is a chocolateer. An estimated 36 employees would be affected. No residences or services/facilities are to be displaced.

VIII. WILSHIRE/CRENSHAW STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

Whites comprise the largest census category with 45 percent of the population. Asians are the largest ethnic minority group in the station environs with approximately 23 percent of the station environs population, followed by Hispanics at 17 percent, and Blacks at 12 percent.

Despite the ethnic diversity of the station environs, the major ethnic groups are geographically distinct. The large Asian population resides primarily south of Wilshire Boulevard. Recently, the Asian community has begun to move north of Wilshire, but only in the eastern portion of the station environs. Hispanics and Blacks are concentrated primarily in the eastern and southern portions of the station environs. Whites reside primarily in the western and, in particular, the northwestern portion of the station environs.

TABLE VIII-1

WILSHIRE/CRENSHAW STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
14,472	45%	17%	12%	23%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

Children and young adults, those between the ages of 0 to 19, comprise 17 percent of the total population. The elderly comprise 17 percent of the local population. The changing ethnic composition of the eastern portion of the station environs is indicated by the large percentage of children (84 percent) who are members of minority groups. This contrast to the large population (81 percent) of whites who comprise the elderly population.

TABLE VIII-2

WILSHIRE/CRENSHAW STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
14,472	5%	12%	10%	23%	12%	10%	11%	17%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

Approximately 17 percent of the 7,329 households have members under the age of 18. Of these households, 69 percent are married couple households, the highest proportion of married couple households along the Wilshire Corridor. This statistic reflects the large percentage of single family homes which characterize the western portion of the station environs. The eastern portion is dominated by apartment buildings, where most of the ethnic minorities reside. The influx of young members of ethnic minority families to the Wilshire/Crenshaw station environs has tended to increase household size. Six percent of the households in the station environs have five persons or more. Excluding the downtown stations, this is the second highest proportion of households with five or more people along the Wilshire Corridor. Along with increased household size, key informants report that the eastern portion of the station environs has had increasing numbers of households. The overall household size in the station environs is 2.0 persons per household.

TABLE VIII-3

WILSHIRE/CRENSHAW STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
7,329	68%	5%	25%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Approximately 28 percent of the local households have at least one senior citizen. Of these elderly households, the majority (57 percent) are one person households. Since the elderly tend to be one of the most transit dependent groups in urban areas, a large proportion of seniors living alone increases transit demand within a station environs. Forty percent of the local elderly at this station environs either live with their spouses or with relatives. This is much higher than the elderly family households found in station environs east of Crenshaw Boulevard, and it is comparable to the stations west of Crenshaw Boulevard along Wilshire Boulevard.

TABLE VIII-4

WILSHIRE/CRENSHAW STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
2,020	57%	40%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The total number of year round housing units in the station environs is dramatically less than that of the station environs to the east along the Wilshire Boulevard corridor, and it is slightly higher than the year round housing unit totals for the station environs to the west along the same corridor. Approximately ten percent of the units are owner occupied, a marked increase from the station environs to the east. The overwhelming majority of residents, however, rent (84 percent). Twenty-four (24) percent of the population live in households with 1.01 or more persons per room. Although this proportion is significantly high and comparable to the proportions in the station environs east of Crenshaw Boulevard, overcrowding is primarily concentrated in the southern and eastern portions of the station environs, where most of the ethnic minorities reside. Median owner occupied value ($146,300) and median contract rent ($239) are higher than found further east along the Wilshire Corridor.

TABLE VIII-5

WILSHIRE/CRENSHAW STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
98%	84%	10%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

In the Wilshire/Crenshaw station environs an average proportion of residents aged 16 years or older reported that a long term health condition limited their ability to work or use public transportation. Approximately 6.7 percent of the residents aged 16 and over cited a work disability, and approximately 5 percent noted a public transportation disability in the 1980 census.

TABLE VIII-6

DISABILITY STATUS OF WILSHIRE/CRENSHAW
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
12,792	860	6.7%	650	5.1%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The median annual family income for the Wilshire/Crenshaw station environs is $18,874, higher than the station environs to the east. Key informants agreed that the average income of residents is greater than $20,000. This perception, however, only reflects the income for the area's white population. Recent census data indicates the average income to be $29,725, well above the median income level for the entire station environs.

Both key informants and local respondents reported that the majority of residents had at least one automobile available to them. However, this survey data is skewed towards the wealthier areas in the northwestern portion of the station environs because recent census data reveals that 26 percent of the households have no automobile available.

Summary of Existing and Possible Future Demographic Conditions

Despite the area's ethnic diversity, it is geographically segregated. The ethnic distribution for the area shows that the majority of the residents are minorities residing in the eastern portion of the station environs. The average income levels are lower in this portion of the station environs, and residents rent their dwellings. The western portion, however, is composed of predominantly white, upper income individuals. Single family homes and duplexes, not apartment houses, characterize this area.

In general, the number of households found in Wilshire/Crenshaw station environs is relatively low and almost one-third consist of senior citizens. Over half of these seniors live alone. The ethnic composition of the eastern portion of the station is changing as the elderly, who are primarily white, are replaced by younger Asians and Hispanics. These demographic trends will continue whether or not the Metro Rail station is built in the Wilshire/Crenshaw area.

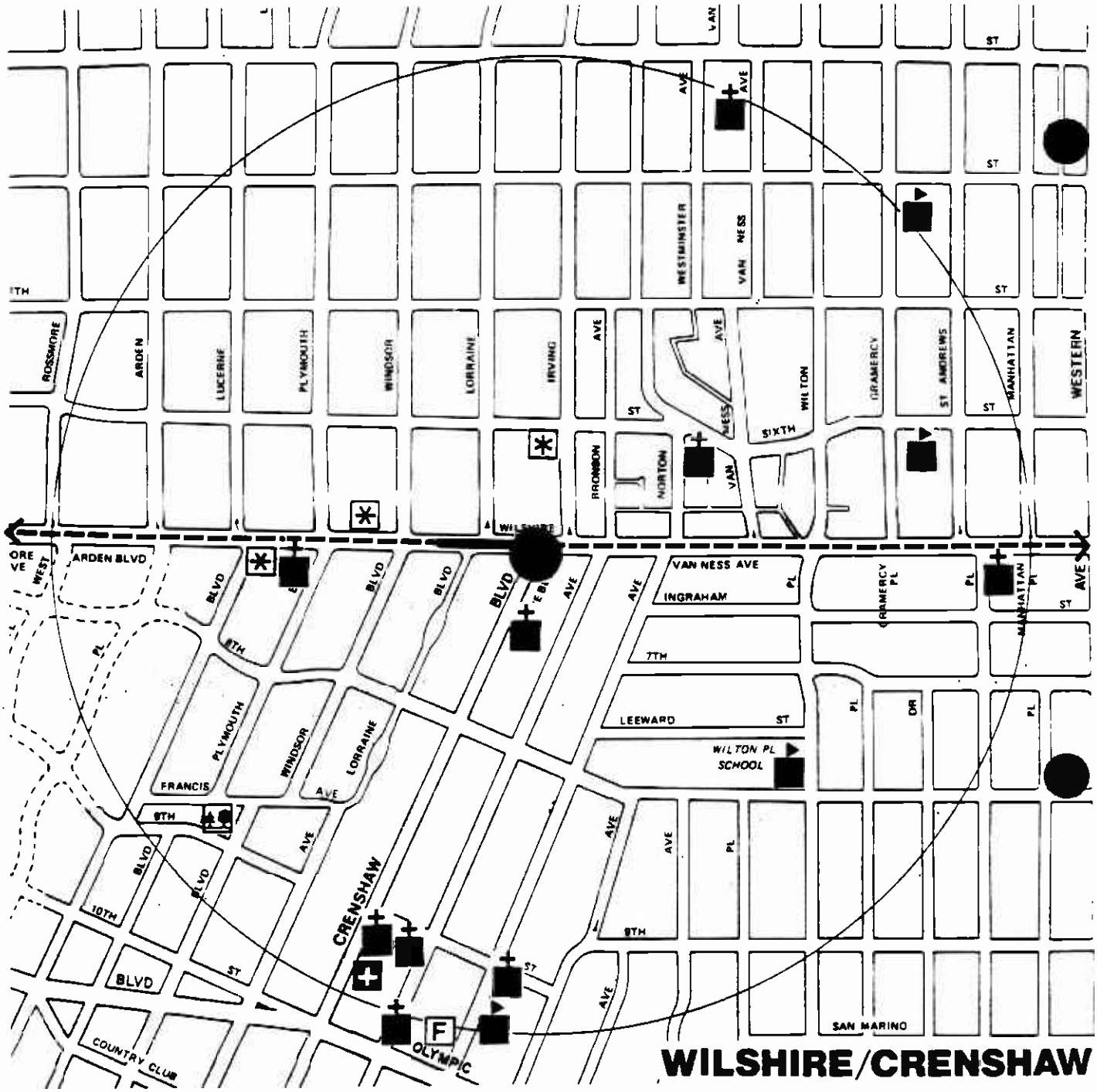
Public Facilities

The majority of public facilities and services in the Wilshire/Crenshaw station environs are churches and cultural centers/fraternal organizations (see Figure VIII-1). The environs include seven public/institutional facilities, 11 social/cultural facilities, one health facility, and two park/recreation areas.

Station Neighborhood Quality Indicator

The local residents who were interviewed liked this neighborhood because of its sense of community and its stability. Many of the residents have lived in the station environs for many years and, because of their lengthy residence, a tightly knit community exists for the older and wealthier whites who reside near the proposed station site.

The neighborhood's central location and proximity to activity centers in the Regional Core, convenient shopping, and easy access to social services were noted by residents as attributes of this area. Key informants and respondents also considered the high property values and the affluence of the northwest portion of the neighborhood to be important.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone/Utility Business Office
- Utility/Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center/Fraternal Org
- Social Service Center
- Recreation Center
- Park/Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic/Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure VIII-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Social Activity Patterns

Use of Local Facilities. Several churches within the station environs are used by the local residents. Los Angeles High School is heavily attended by immigrants, primarily Asians and Hispanics, who are taking English as a Second Language courses. One key informant mentioned that a Buddhist Temple, located just south of Wilshire Boulevard at Crenshaw Bouelvard is a popular center for the area's Asian community.

Travel Patterns. All survey respondents used private automobiles as the primary means of transportation in their daily travel patterns although the census data notes that about one quarter of the residents do not have access to an automobile. The most frequently used automobile thoroughfares are Wilshire and Crenshaw Boulevards and Plymouth Avenue. Eighth Street is also extensively used by automobiles. Pedestrian traffic is heaviest at Wilshire and Crenshaw Boulevards. There is also substantial pedestrian traffic along all of Wilshire Boulevard. The local residents interviewed mentioned that they frequently walk to neighbor's homes for purposes of socializing.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The station will be constructed by cut and cover techniques, and situated on street along Wilshire Boulevard, primarily west of Crenshaw Boulevard. Construction will last approximately 2-1/2 years. Diminished access to local facilities will result for both drivers and pedestrians in the area.

Wilshire Boulevard will probably be reduced to three lanes for the duration of the construction period, and both sidewalks may be blocked off for more than three months. Street and sidewalk closures will not occur simultaneously; however, they may cause difficulty for pedestrians attempting to reach buses or offices on Wilshire Boulevard. Seniors with impoired sight, hearing, and physical mobility are most likely to be affected. Additional, impacts resulting from the temporary closure of lanes on Wilshire Boulevard include increased traffic congestion. As a result, drivers may avoid the station site area by diverting to neighborhood streets, particularly Sixth Street. Dump trucks carrying tunnel and station excavation materials will cause additional congestion.

Noise will also be a disruptive factor during the construction period for the blocks closest to the construction site. These impacts will appear during the clearing, excavation, construction, and finishing stages of construction. Significant noise impacts will occur during the drilling of soldier piles, a period which may last up to three months. Noise may cause residents to avoid the area, thereby disrupting local activity patterns along Wilshire Boulevard. The extent of acoustic impacts cannot be determined until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

Metro Rail will cause minimal land use changes in this station environs. An additional 100,000 commercial square feet and 110 new housing units are projected with Metro Rail over the No Project Alternative. This addition is not expected to affect community stability. The garden offices and residential units will probably be built on currently vacant lots.

Metro Rail will accentuate the central location of this station area and enhance its accessibility with respect to areas within the Regional Core. Long term environmental effects, such as noise and visual impacts, will be minimal.

Because of the relatively insignificant environmental impacts of Metro Rail at the Wilshire/Crenshaw station environs, the community activity patterns are unlikely to change. Compared to the No Project Alternative, the use of local facilities and the few retail shops is unlikely to change under the Metro Rail alternative. Mode of access, however, may change due to demographic changes (i.e., more transit dependency) east of Crenshaw Boulevard and because of the addition of the new subway transportation mode.

Demographic changes under the No Project Alternative are likely to include slight increases in overall population and ethnic diversity. Middle income Asians and Hispanics will continue to enter the eastern portions of the area, and the percentage of Blacks may increase south of Wilshire Boulevard. Income, auto ownership, and the size of the youth population will experience minor changes. The percentage of elderly residents may decline as this predominantly white population decreases.

Direct Long Term Displacement Impacts

Preliminary right-of-way plans from SCRTD do not indicate the need for any land acquisition at this site.

IX. WILSHIRE/LA BREA STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Wilshire/La Brea station environs is near the midpoint of all the station envirans. The ethnic composition of the area differs significantly from the Wilshire Boulevard stations between La Brea Avenue and the downtown. This difference results because of the presence of the upper income Hancock Park area to the immediate east of the station area. Its presence discourages the movement of some minorities, specifically Hispanics and Asians, to the neighborhood near the station site and, as a result, the area is predominantly white. Hispanics constitute less than six percent of the population; Asians are eight percent. Key informants noted, however, that the Asian population has been increasing in recent years in the Wilshire/La Brea station area. The percentage of Blacks at the Wilshire/La Brea station environs is the highest of any station environs west of downtown. The predominantly middle class Black population is the second largest subgroup in this station environs. They primarily live south of Wilshire.

TABLE IX-1

WILSHIRE/LA BREA STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
13,344	4%	78%	12%	5%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

This area has a relatively large (33 percent) elderly population (see Table IX-2). This percentage is nearly three times the Los Angeles County's figure and almost twice that of the Regional Core (SCRTD Technical Report on Existing Conditions—Regional and Community Setting (1982)). In contrast, the station environs contain a relatively low percentage of children under five (less than 3 percent of the population). There is also a smaller percentage of young people, those in the special user group between five and 19 years. They comprise less than ten percent of the local population.

TABLE IX-2

WILSHIRE/LA BREA STATION ENVIRONS
AGE STRUCTURE

Papulation	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
13,344	3%	10%	6%	18%	10%	9%	11%	33%

Saurce: Census af Papulation and Housing, 1980.
Census reparts STF-1, R18-55 by Southern California Association of Governments.

Household Type ana Size

The Wilshire/La Brea station envirans has atypical household patterns for the Wilshire Corridor. Of the 7,575 households, there are an unusually small number (11 percent) af families with members under 18 years old, which might be partially explained by the large numbers of seniors. The Wilshire/La Brea station environs has the largest percentage of female headed, no spouse families of any station environs and an unusually small number of households with five or more persons (3 percent). Given the above characteristics, it is not unexpected that the average household size is only 1.8 persans per household.

TABLE IX-3

WILSHIRE/LA BREA STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head Na Spouse Family	Female Head No Spouse Family	Nonfamily Households
857	63%	5%	31%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The Wilshire/La Brea station environs has a large elderly Jewish population which comprises 45 percent of all households. Most of these live alane.

TABLE IX-4

WILSHIRE/LA BREA STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

One Person Households	Family Households	Nonfamily Households
58%	39%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The Wilshire/La Brea station environs has a high percentage (82 percent) of renter-occupied housing, most of which are apartments (see Table IX-5). Owner-occupied dwellings make up 16 percent of the area's housing units, which is the highest of any station environs east of Wilshire/La Brea. These homes have a high median value ($144,200) exceeded only by the adjacent Wilshire/Fairfax and Wilshire/ Crenshaw station environs, and stations proposed for the San Fernando Valley. Median contract rent ($277) is only exceeded by one station environs, that at Wilshire/Fairfax.

Despite the high percentage of renter occupied units, the overcrowding rate is low (eight percent). This rate is significantly less than the 24 percent at the Wilshire/Crenshaw station environs.

TABLE IX-5

WILSHIRE/LA BREA STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
7,755	82%	16%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

When compared to the other station environs, the Wilshire/La Brea station environs has the second highest percentage of residents with a transit disability. Of the station environs residents 16 years and older, 7.6 percent reported long term health conditions which prevented or made it difficult for them to use public transportation. This high proportion of transit disabilities is related to the concentration of elderly people in the station environs.

Regarding work disabilities, the Wilshire/La Brea station environs is comparable to other station environs. Approximately 5.7 percent of the residents 16 years or older cited a long term health condition which limited the type or amount of work they could perform.

TABLE IX-6

DISABILITY STATUS OF WILSHIRE/LA BREA RESIDENTS AGED OLDER THAN 16[1]

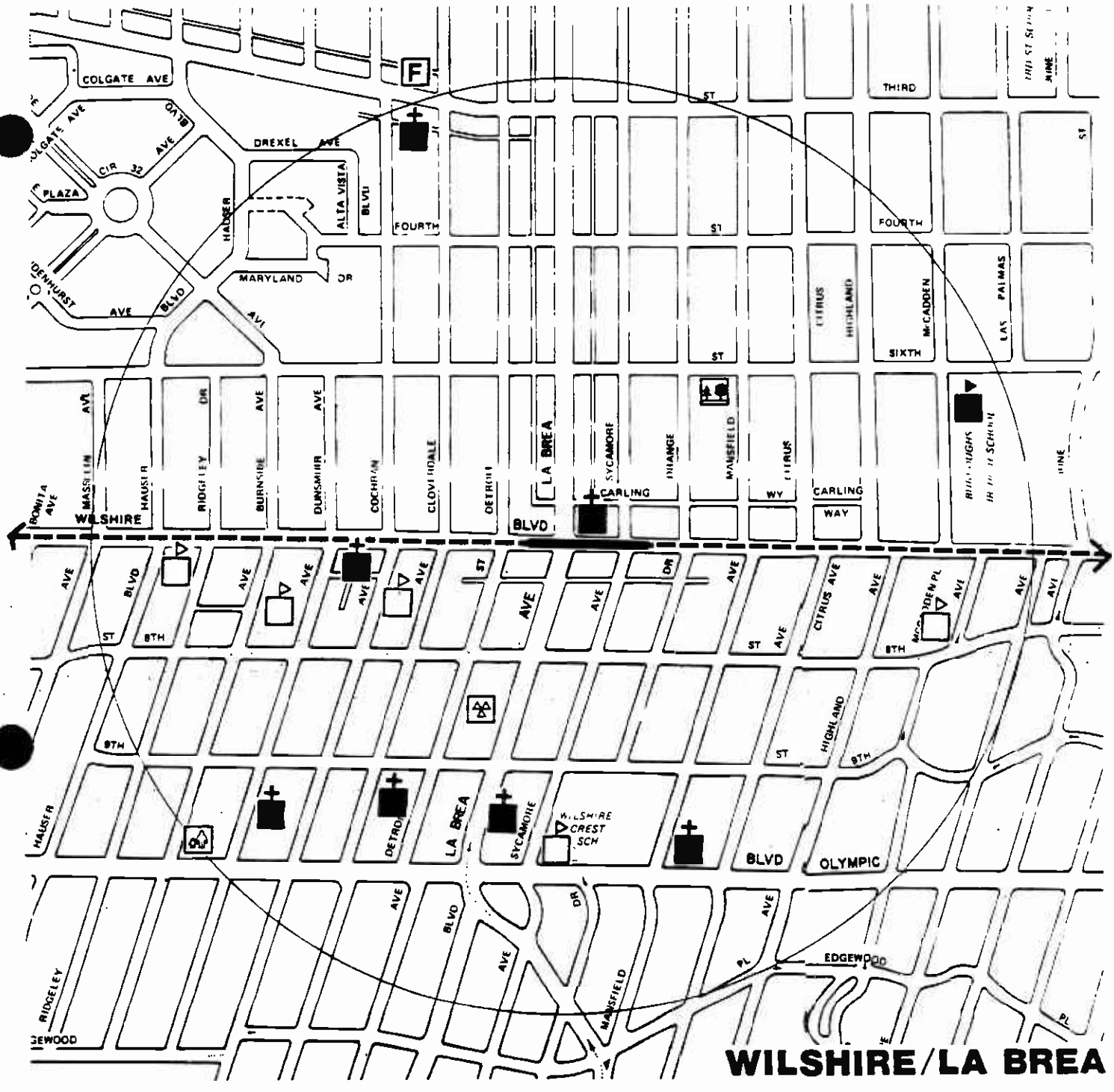
Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
11,868	671	5.7%	897	7.6%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The key informants reported that the average length of residence in the area was more than three years, a finding which indicates neighborhood stability. The average household income is approximately $20,000, a minimal estimate which key informants indicate does not include the expensive northeast quadrant of the environs. Data from the 1980 census supports this impression; median family incomes were reported at $21,482 per year and mean family income were reported at $27,571 per year. This is the third highest income level of all the stations and line segments. Despite the relatively high income, auto ownership rates are low. This is due to the large number of seniors in the area, many of whom use buses to access facilities. This observation is also verified by the census data, which shows that 60 percent of all households have regular access to a vehicle.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone/Utility Business Office
- Utility/Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center/ Fraternal Org
- Social Service Center
- Recreation Center
- Park/ Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure IX-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Social Activity Patterns

Use of Local Facilities. Key informants reported that residents of the Wilshire/La Brea station environs generally leave the area to use facilities and services, though residents occasionally shop on nearby portions of Wilshire Boulevard and La Brea Avenue. The specialty nature of these shops, however, precludes daily shopping for essentials. Due to the residential character of this area, there are few shops and facilities for residents. This extensive residential pattern extends to major boulevards, such as Sixth Street, Olympic Boulevard, and Highland Avenue. Households, without access to an automobile, therefore, must rely on buses to reach these facilities.

Travel Patterns. Key informants reported that when residents walked to local facilities they typically used Wilshire Boulevard. Third and Sixth Streets are also used but only to access services on La Brea Avenue. The major use of local streets, however, are by neighborhood drivers and bus riders, not neighborhood pedestrians. Wilshire and Olympic Boulevards, as well as Eighth and Sixth Streets, are used for east-west automobile access. La Brea and Highland Avenues are used for north-south automobile access.

Local residents are generally heavy transit users and many do not own cars to access facilities in other neighborhoods. Key informants noted that the intersection of La Brea Avenue and Wilshire Boulevard is a major bus transfer point. La Brea Avenue bus number 212, which travels on La Brea Avenue, is the only north-south bus traveling through the station environs and is well used by residents. East-west access is gained by buses on Third Street, Wilshire Boulevard, and Olympic Boulevard. Bus lines on Wilshire Boulevard are the most heavily used in the station environs.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Significant short term social impacts of Metro Rail construction on the Wilshire/La Brea station environs will be diminished access to local facilities. The intersection of La Brea Avenue and Wilshire Boulevard is the activity hub of the station environs, and because it is an important bus transfer point, construction will pose both physical and psychological barriers to local residents. The elderly population in particular would experience hardships in this situation because many seniors ride Wilshire Boulevard buses. Sidewalks along both the north and south sides of Wilshire Boulevard may have restricted access, though not simultaneously.

Other short term social impacts include disruptions to community life. Construction may shift La Brea Avenue traffic to Highland Avenue and to smaller north-south residential streets when drivers attempt to find alternative north-south travel routes. Traffic may also increase along east-west thoroughfares such as Sixth and Eighth Streets, as well as Olympic Boulevard. This spillover traffic would stem from the reduction of Wilshire Boulevard to three lanes during most construction phases.

Dump trucks will also create congestion when using La Brea Avenue south of the station site to haul away construction muck. Over 140 dump trucks are estimated to enter and exit this site per day. In addition to added noise and traffic volume, they

will require queuing space along La Brea Avenue. This will also shift existing traffic to alternative routes.

Although residential areas are spatially separated from the construction site, noise will be a disruptive factor. Noise may cause residents to avoid much of the area. As a result, local activity patterns along Wilshire Boulevard and La Brea Avenue may be disrupted for the duration of the construction period. Noise may cause discomfort to the closest residents, although the exact extent of acoustic impacts cannot be determined until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

Wilshire/La Brea station environs residents enjoy living in this area and identified the area's central location and medium priced housing as the most important reasons. Metro Rail will increase centrality, as well as resident's perception of centrality, by making more areas of the city accessible within a shorter period of time. Under the Project Alternatives, Sedway/Cooke projects over 7,300 additional residents by the year 2000. This increase will coincide with the projected development of 1,730 new residential units. Because this development demand is not possible under present zoning regualtions, an imbalance between available land supply and demand will create a land deficit. This deficit can increase housing prices as demand increases in relation to supply and residents will have difficulty in finding local housing. This deficit could also threaten the existing single family residential streets, if there were sufficient pressure to increase residential densities. This scenario also suggests that many current senior renters or homeowners would not be replaced by new seniors because of the area's inflating housing costs. As seniors pass away or move elsewhere, younger and wealthier residents would take their places.

This situation contrasts sharply with the year 2000 No Project Alternative, under which 3,800 new residents and 440 new residential units are projected for the station environs. This alternative would result in less pressure to increase the area's medium priced housing.

Public transportation is an additional neighborhood quality enjoyed by residents. Mobility within the Regional Core will improve with Metro Rail. However, surface transportation may be slowed by additional traffic generated by the projected increase of major new office space built within the station environs. This development will probably be along Wilshire Boulevard and generate traffic along Sixth and Eighth Streets, as well as Wilshire Boulevard.

Key informants reported having to leave the area for most types of shopping as a negative aspect of the neighborhood. Metro Rail may indirectly alleviate this condition because it will be a catalyst for the construction of new retail space within the station environs. The bulk of this space is projected to be community-oriented retail stores. In contrast under the No Project Alternative, less than 40 percent of new retail space is projected for the station environs. Residents may still need to shop outside the environs.

Direct Long Term Displacement Impacts

Displacements for the Wilshire/La Brea station environs are confined to four businesses and long term impacts will be slight. Parcels designated for acquisition include a parking lot, auto rental agency, and a vacant low-rise commercial building. An estimated five employees would be affected. These fee-takings are all located on the northwest corner of the Wilshire/La Brea Station site. No residential units will be acquired.

X. WILSHIRE/FAIRFAX STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the Wilshire/Fairfax station environs falls in the midrange of all station environs. The station environs is characterized by a dense mixture of single family homes and multiple family dwellings. The northeastern section contains Park La Brea, a residential community consisting of very high density towers, as well as townhouses, set in a garden atmosphere.

The majority of the Wilshire/Fairfax residents are white, as seen in Table X-1. They represent nearly 80 percent of the local population, the highest percentage of whites among all the proposed Wilshire Corridor Metro Rail stations. The second largest racial-ethnic subgroup is Blacks, representing twelve percent of the station environs. The key informants reported that the Black population lives primarily south of Wilshire Boulevard, an expression of a north-south gradient. Asians and Hispanics together constitute only nine percent of the station environs population, the lowest combined percentage for any station environs on the Wilshire Corridor.

TABLE X-1

WILSHIRE/FAIRFAX STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
13,905	4%	78%	12%	5%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

Like the adjacent Fairfax/Beverly and Wilshire/La Brea station environs, the Fairfax/Wilshire Station has a substantial elderly papulation. The elderly make up 42 percent of the local population, representing one of the highest of any station environs, and aver three times the Los Angeles County average. Many of these elderly people are Jewish and have personal and institutional ties to the nearby Beverly/Fairfax area, a major commercial center in the Los Angeles metropolitan area.

The high percentage of seniors corresponds to a low percentage of children, all of those 19 years old or younger. The youth comprise only nine percent of the station environs population.

TABLE X-2

WILSHIRE/FAIRFAX STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
13,905	2%	7%	5%	14%	9%	8%	13%	42%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The Fairfax/Wilshire station environs exhibits household patterns similar to the nearby Wilshire/La Brea station environs. Both stations contain a relatively small percentage of households with members under 18, a phenomenon resulting from the large senior population. The number of persons per household (1.7) is also below the Regional Core average, which probably stems from the large percentage of senior households in this station environs. The number of large households, those with five or more persons, comprises only two percent of all the 8,423 households, an indication of few large or extended families in the station environs.

TABLE X-3

WILSHIRE/FAIRFAX STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
706	61%	7%	30%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Elderly households make up 54 percent of all the station environs households. Seniors, therefore, either own or rent a significant percentage of the housing stock within the area. The key informants reported that a large percentage of the northeastern section of the station environs, Park La Brea, is occupied by seniors.

The Wilshire/Fairfax station environs does not follow the pattern of the nearby Fairfax/Beverly station environs where many seniors live in extended families. In the Wilshire/Fairfax station environs over 62 percent of all seniors live alone, a relatively high figure.

TABLE X-4

WILSHIRE/FAIRFAX STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
4,548	63%	35%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The Wilshire/Fairfax station environs demonstrates housing tenure patterns which are inconsistent with the pattern of station environs adjacent to it. Owner-occupied housing amounts to only 12 percent of all local housing units, a phenomenon resulting from the rental-only housing at Park La Brea. The percent of owner-occupied housing within the station environs increases dramatically if Park La Brea housing is excluded. The median values for owner-occupied homes ($146,100) in the Wilshire/Fairfax station environs are higher than those of all other station environs except Universal City. The median rent ($291) is also the highest of any station environs and the level of overcrowding (six percent) is one of the lowest of any station environs. Relatively higher household incomes account for these findings.

TABLE X-5

WILSHIRE/FAIRFAX STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
8,670	85%	12%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Additional Demographic Characteristics

Key informants noted that most residents of the station environs have, on the average, resided there at least three years, which is indicative of a stable neighborhood. The interviewed residents had resided in the station environs for an average of nearly 19 years. This finding verified the information supplied by the key informants. Interviewed residents and key informants also noted the neighborhood stability by reporting that they observed few changes in recent years except that new residents are younger than those leaving, and that the overall number of children seems to be increasing. The key informants agreed that resident incomes are, on the average, high, above $20,000 for the typical household. The 1980 Census confirms this estimate, listing the median family income as $22,040 per year, and the mean family income at $25,673 per year.

The key informants also indicated, however, that many of the seniors residing in Park La Brea probably average less than $20,000 per year in family income. Rents within the Park La Brea area are high indicating that senior incomes in Park La Brea are sufficient to support higher than average rents. The Census indicates an automobile access rate of 73 percent for the station environs.

Though the station environs is bisected by many major thoroughfares, there are no significant internal neighborhood boundaries at which income, race, or ethnic makeup sharply differ. The only informal demographic boundaries mentioned by key informants and within the environs are the elderly concentration of Park La Brea and the north-south racial gradient.

Disability Status of Residents Aged 16 Years and Older

In comparison to other station environs, the Wilshire/Fairfax Station has the highest proportion of transportation disabilities (eight percent) and the lowest proportion of work disabilities (4.2 percent). The low percentage of residents with work disabilities can be traced back to the age composition of the environs residents.

Work disabilities are only tabulated for citizens between the typical working ages of 16 and 64. Because the total number of working residents in the statian envirans is low, the percentage of work disabilities is low. Table X-6 enumerates the disability status of Wilshire/Fairfax station envirans residents.

TABLE X-6

DISABILITY STATUS OF WILSHIRE/FAIRFAX
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
12,678	530	4.2%	1,015	8.0%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

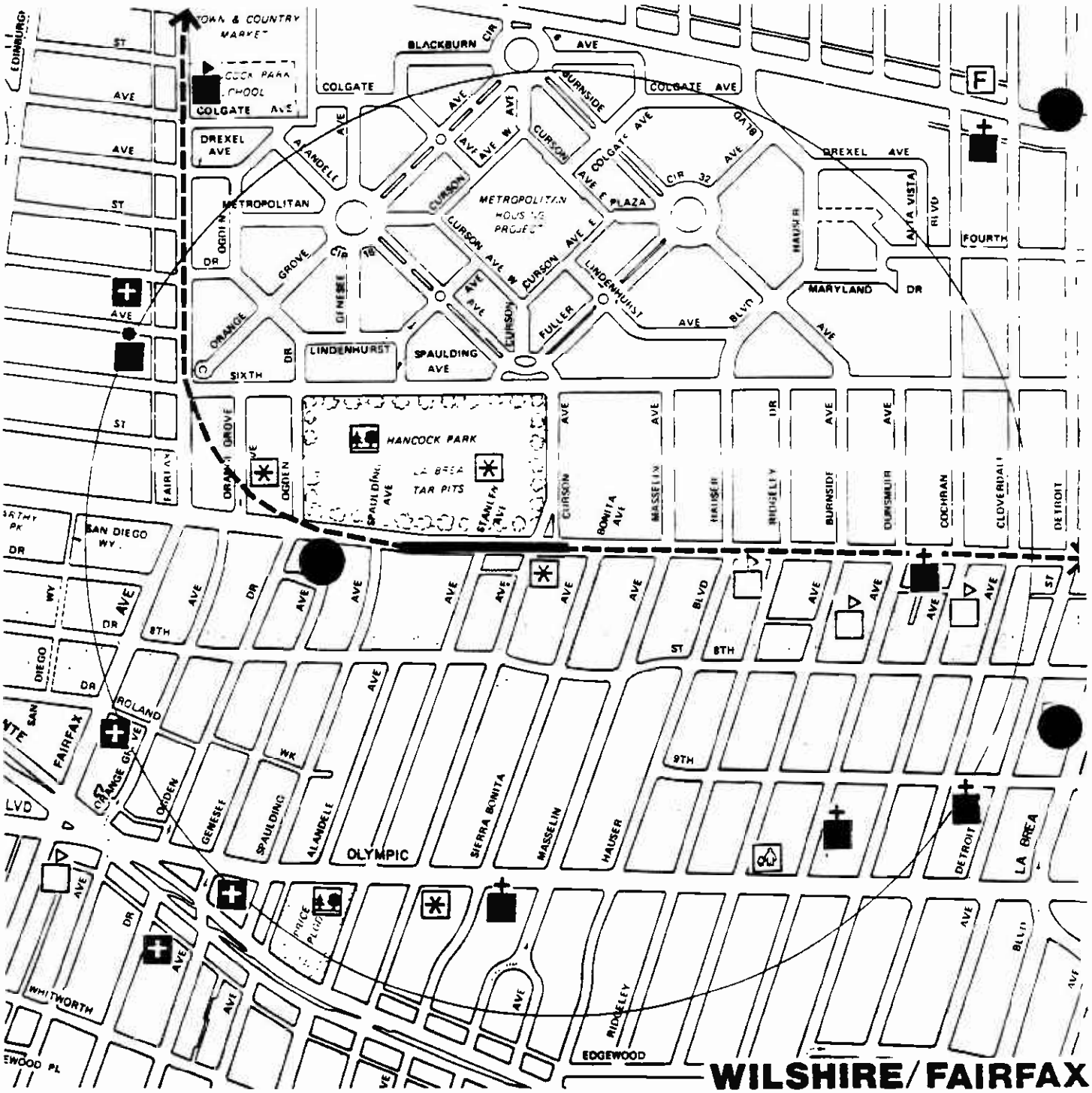
Summary Description of Existing and Possible Future Demographic Conditions

The Wilshire/Fairfax station environs is unique among praposed Metro Rail environs because it exhibits many characteristics of the West Los Angeles-Beverly Hills area. The area is socially stable with a predominantly white, Jewish, ecanomically secure populatian, nearly half of whom are elderly. Housing prices and rents are high, while household size and levels of overcrowding are low.

In the future the station environs will probably exhibit a gradual reinforcement of demographic changes which have already begun. As seniors leave the area or die, younger, affluent professionals will probably move in and maintain the current upper middle class atmosphere of the station environs. Whites may become a smaller portion of the overall population, with the percentage of middle clase Blacks and Asians increasing. Income will probably remain high, and the percentage of owner-occupied housing may increase as more condominiums are built or existing apartments undergo condominium conversions.

Public Facilities

There are twa well-known public landmarks within the Wilshire/Fairfax station environs: the Los Angeles County Art Museum and the La Brea Tar Pits, Page National History Museum, both at Hancock Park (see Figure X-1). The Los Angeles Arts and Crafts Museum is also situated across the street from the two museums. All three museums attract tourists and visitors who make special trips to enjoy these public attractions. In addition, three hospitals are located in the south end of the station environs and generate substantial visitor and employee traffic within the station environs.



Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure X-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Station Neighborhood Quality Indicatars

The key informants and interviewed residents generally cited community atmosphere as the reason residents have chosen to live in this area. Community atmosphere, as defined here, would include residential character, a strong sense of personal community, attractive buildings and landscaping, and a cosmopolitan nature. Two other reasans cited for residing in the Wilshire/Fairfax station environs are its central locatian and its access to Wilshire Boulevard shopping. Two major department stores are located at the intersection of Wilshire Boulevard and Fairfax Avenue. Many medical offices are located several blocks east of this intersection.

Though many of the interviewed residents felt that the area's public transit ranked highly, they disliked the quality of service because of the traffic congestion on thoroughfares and side streets.

Social Activity Patterns

Use of Local Facilities. The local facilities most often used by residents of the Wilshire/Fairfax station environs include the previously noted museums, as well as the medical offices located on Wilshire Boulevard between Crescent Heights and Fairfax Avenue. Key informants and interviewed residents observed that nearly all required facilities can be found close by. Younger residents leave the area mainly for work or social activities, while most seniors in the Park La Brea project have strong social and institutional ties within the area.

Travel Patterns. Despite the relatively high residential commercial density of the station environs, a surprisingly small number of residents walked for local trips. The major pedestrian street in the station environs is Wilshire Boulevard, primarily east of Fairfax Avenue. Fairfax Avenue is also used by pedestrians, especially between the major commercial areas at Third Street and Wilshire Boulevard. Some residential streets, such as Ogden and Warner Drives, are also used by pedestrians to reach these commercial areas.

Interviewed residents used their automobiles three times as often as they rely on either buses or walking. All major thoroughfares through the station environs are used by local drivers, including Wilshire, San Vicente and Olympic Boulevards, as well as Fairfax Avenue, Eighth Street, and Crescent Heights Boulevard. Local residents report that they use the side streets extensively.

Although buses run frequently on all major thoraughfares in the station environs, interviewed residents did not use the bus system very often. Two factors account for this low level of transit utilization. First, average incomes for residents within the station environs are often high enough to allow automobile ownership. Even most of the interviewed seniors had regular access to an auto. Second, most facilities are close enough for those without access to a car to walk. Key informants indicated that of those residents who do regularly use buses, the majarity use Fairfax Avenue buses to access the Beverly-Fairfax area and Wilshire and Olympic Boulevard buses to reach destinatians to either the east or west.

Direct Short Term Constructian Impacts

Diminished access to local facilities and the disruption af local community life are the two most important short term social impacts which are expected to occur at the Wilshire/Fairfax station envirans. The location af the station, on Wilshire Boulevard between Spaulding and Curson Avenues, may create physical and psychological barriers to the existing high volume pedestrian flow on Wilshire Boulevard, especially on the south side af the boulevard, where Metra Rail parking and bus facilities will be constructed. During the constructian period, sidewalks may be closed when saldier piles are drilled and decking is built. The elderly residents of the area are the most likely population subgroup ta be affected by these barriers, especially when they attempt ta use shopping facilities, banks, doctors' offices, and public facilities on Wilshire Boulevard. The construction of this station could last up to 35 months, with the levels of disruption fluctuating during construction phases. The disruption to community life will come in two forms, noise and traffic. Cut and cover station construction and finishing activities will cause an increase in noise levels for residents along Eighth Street, Spaulding Avenue, and Curson Avenue, especially during soldier pile drilling, a period of three months. Noise may cause residents to avoid much of the area and may disrupt local activity patterns along Wilshire Boulevard for the duration of the construction period. However, the extent of construction impacts cannot be determined until noise limit specifications are written into construction contract demands.

Traffic is liable to increase along neighborhood streets, specifically Eighth and Sixth Streets, as a result of through traffic attempting to avoid Wilshire Boulevard when it is reduced ta three lanes. Dump trucks will also increase traffic when they are needed to remove station excavation material and tunnel muck. Muck hauling will be routed along Wilshire Boulevard to La Brea Avenue and south to the San Diego Freeway. There will be queuing needs for these trucks, and this will create additional physical barriers. Increased traffic will create hazards for seniors and children within the station environs.

Long Term Direct and Indirect Operational Impacts

Interviewed residents identified central location as one of the most important reasons for living in the station environs. The Metro Rail will increase this centrality by making more areas of the city accessible to Wilshire/Fairfax residents. In addition, Wilshire/Fairfax residents cited convenient amenities as a positive attribute of the station environs. Metro Rail will increase the number of such amenities by adding retail services to the existing commercial space within the station area by the year 2000. This additional retail space is an extension of present development trends and the area will become more of a regional retailing area than at present.

The extensive growth projected for the station area will detract form a positive amenity cited by residents, neighborhood atmosphere. In addition to commercial expansion, Metro Rail is projected to increase the year 2000 No Project estimates by an additional 250 dwelling units and 630 residents. This total increase of housing units will cause infill and resulting shifts from single family homes to multiple family dwellings within the station area. The residnetial streets are therefore

likely to become more urbanized and congested as a result of increased residential density. There may also be pressure from developers to upzone.

Traffic congestion is the most frequently mentioned negative quality of the station area. It stems from a high rate of auto ownership within the area as well as the major commercial and cultural attractions and the major thoroughfares. New traffic generators such as the new office space projected under the Metro Rail alternative, as well as new residential units in the area, will increase traffic further. In addition to projected retail expansion, new residential units may be marketed toward an affluent population with a high automobile ownership rate.

As a result of the physical impacts discussed above, as well as the changes in the station environs residents' attitudes, local activity patterns will undoubtedly change. Local facilities and services will be utilized more heavily as the number of residents, employees, and commutes within the station area gradually increases. As local services and facilities increase and become more available, residents may use buses and autos less.

In addition to a large population, higher incomes, and greater automobile ownership rates, in the future the area will probably have a slightly higher percentage of racial-ethnic minorities. Present trends indicate that Asians and Hispanics are migrating west along Wilshire Boulevard, in part, into this station environs. Metro Rail, with the addition of middle and upper income residents, may slow this trend. However, those minority households, which can afford this new housing, will continue to move to the environs.

The gradual change in age structure will probably also continue over the next two decades. The high percentage of seniors within the station environs will continue to gradually decline when elderly residents pass away or move from the area and are not replaced. New housing may be marketable toward a younger population, thus reinforcing this demographic change. The youth population of the station environs will, therefore, increase in terms of overall numbers and percentages as the elderly population decreases.

Direct Long Term Displacement Impacts

Construction of the Metro Rail station, an off street bus terminal, and a bus drop off area will result in the displacement of 1 single family and 24 multiple family residences south of Wilshire Boulevard along Curson Avenue's west side and along the east side of Stanley Avenue. An estimate of 48 commercial establishments will be displaced. These include existing patron and public parking lots on Curson, Stanley, and Spaulding Avenues and several office buildings which have assorted financial, accounting, legal, and medical firms as tenants. These office buildings also contain a variety of service businesses: hair salons, art galleries, opticians, and travel agencies.

Fee takings at this station site would also include the Los Angeles Craft and Folk Art Museum. Four social service agencies in the health field are also tenants in potentially displaced buildings.

XI. FAIRFAX/BEVERLY STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Fairfax/Beverly station environs falls within the middle range of all the station environs neighborhoods. The environs have a moderate population density, consistent with the general population distribution of the Wilshire subregion.

Residents living within approximately one-half mile around the Fairfax/Beverly Station are predominantly white (see Table XI-1). The ethnic distribution around the Fairfax/Beverly Station reflects, to a large degree, the ethnic patterns of the Wilshire subregion. The population in the Wilshire subregion becomes homogenous as one travels west along the Wilshire Corriaor, ana the Hispanic population shows a marked decrease. Consequently, the ethnic makeup of the Fairfax/Beverly Station at the western end of the Wilshire Corridor is primarily white. The Asian population also declines markedly from over 20 percent of the population near the Wilshire/Normandie and Wilshire/Western Stations to less than three percent at the Fairfax/Beverly Station.

TABLE XI-1

FAIRFAX/BEVERLY STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
12,396	4%	91%	1%	3%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

Compared to other proposed stations, one of the unique characteristics of the Fairfax/Beverly station environs is the size and composition of its elderly population. The neighborhood's seniors comprise fully 34 percent of its population, almost three times the Los Angeles County average, and the second highest senior population of all the station environs. The reason for the high percentage of seniors

is the cultural character of the greater Beverly/Fairfax area.* This area is the nucleus and activity center for the city's elderly Jewish population.

There are fewer children under five years of age in the Fairfax/Beverly station environs than in the station environs further east along the Wilshire Boulevard corridor. However, Fairfax/Beverly does have a higher proportion of preschool children than the Wilshire/La Brea, Wilshire/Fairfax, Fairfax/Santa Monica, La Brea/Sunset, and Universal City stations. Key informants interviewed for this station environs indicated that the northeastern portion of the Fairfax/Beverly station environs is an area of first settlement for Jewish immigrants from Morocco, Iran, Israel, and the Soviet Union. These factors help explain the area's relatively large preschool population. Furthermore, the sizable orthodox Jewish population in the greater Beverly/Fairfax area, whose religious beliefs and practices encourage large families, contributes to the relatively high proportion of children under the age of five.

TABLE XI-2

FAIRFAX/BEVERLY STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
12,088	4%	10%	6%	18%	8%	8%	13%	34%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

Although the area has a concentration of elderly, the station neighborhood has a relatively large household size (2.0), similar to Wilshire Corridor stations in largely minority neighborhoods such as Wilshire/Alvarado, Wilshire/Vermont, and Wilshire/Normandie. Of the 5,732 households, only four percent have five or more members. The Fairfax/Beverly station environs has a very low percentage of one-person households; only the overcrowded Union Station neighborhood has a lower percentage. This may be because many of the seniors are still married, share apartments with other seniors, or live with their children. This demographic pattern is similar to other areas in the Wilshire subregion: a tendency toward larger families and substantial foreign immigration. Since these are long term trends in the Fairfax/Beverly station environs, it means that population density may increase and housing demand may shift towards multiple room apartments or condominiums. The

*The greater Beverly/Fairfax area should not be confused with the Fairfax/Beverly station environs. The Vitalize Fairfax Committee defines the Beverly/Fairfax area boundaries as Santa Monica, Beverly, La Cienega, and Wilshire Boulevards.

land use study for this EIS projects over 500 new housing units and nearly 2,900 new residents added to the station environs under the No Project Alternative. Due to these conditions, existing single family dwelling units will remain in high demand in the forseeable future.

TABLE XI-3

FAIRFAX/BEVERLY STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Heod No Spouse Family	Nonfamily Households
907	75%	3%	21%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Table XI-4 supports the explanations offered above to account for Beverly/Foirfax elderly housing patterns. The Fairfax/Beverly station environs contain one of the highest percentages of seniors living in family households of oll station neighborhoods, indicating probably extended family living arrangements.

TABLE XI-4

FAIRFAX/BEVERLY STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
5,732	45%	52%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Demand for housing in the Fairfax/Beverly area is high and the area has one of the lowest vacancy rates of all station neighborhoods. Average contract rent ($265) and median home value ($132,000) in this area are also higher than the Wilshire subregion average. Although housing is in great demand near the Fairfax/Beverly station, the overcrowding factor is one of the lowest of the station environs (six percent).

TABLE XI-5

FAIRFAX/BEVERLY STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
5,839	69%	29%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

The percentage of disabled residents is roughly comparable to the percentages for other stations.

TABLE XI-6

DISABILITY STATUS OF FAIRFAX/BEVERLY
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
9,763	514	5.3%	531	5.4%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Summary of Existing and Possible Future Demographic Conditions

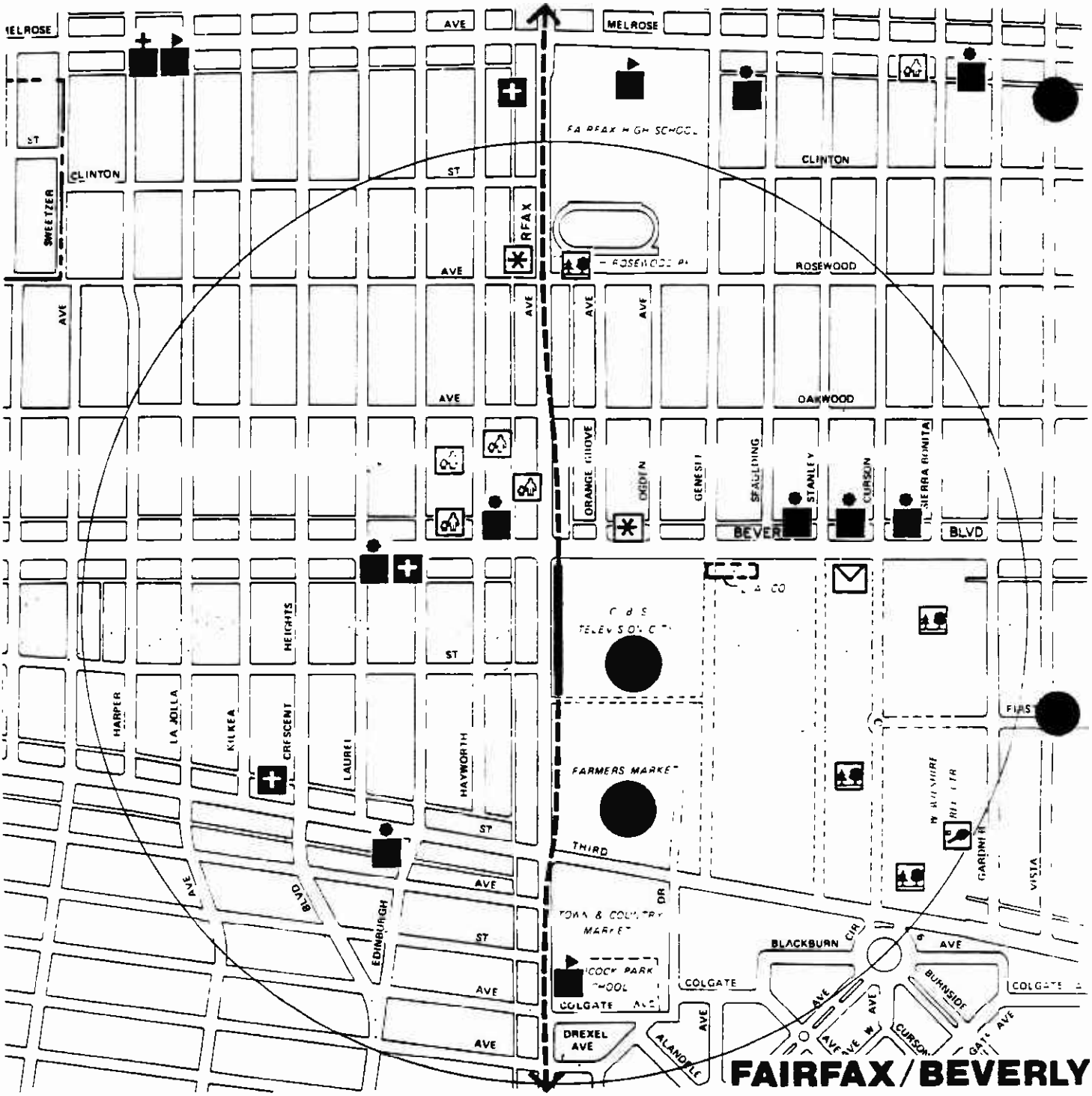
Recent Jewish immigrants and orthodox Jewish families account for the large household size found in Fairfax/Beverly area. Approximately 55 percent of the elderly population lives with at least one other person, contributing to the relatively large household size. Housing demand, already very high, will increase in the future in response to the growing Regional Core population and to immigrating Jewish families. Demand for housing will force existing housing and apartment rents higher, and may displace seniors living on moderate fixed incomes (unless they own their own homes or remain protected by rent control). The number of home owning seniors will probably diminish over the next twenty years, making it increasingly difficult for moderate income, elderly households to rent or buy homes in this station neighborhood. Younger, more affluent households—with or more likely without children—will replace these seniors, changing the age structure of the neighborhood. In addition to a changing age structure, the Fairfax/Beverly station environs may experience shifts in its ethnic or cultural composition. If prospective joint development at the Fairfax/Beverly Station or other commercial developments in this area overcome political opposition, these shifts will be accelerated. The historic Jewish character of the Fairfax/Beverly area will most likely remain, particularly on the Fairfax commercial strip, but penetration by other ethnic or cultural groups will accelerate through pressures from adjoining neighborhoods and commercial/residential development, especially if the latter caters to a general--rather than Jewish--cultural market.

Additional Demographic Characteristics

The high percentage of seniors in the Fairfax/Beverly station environs reduces the percentage of households having regular access to an automobile. Census data for 1980 indicates a vehicle access rate of 72 percent which is in the low-middle range when compared to other station environs. Most of the single family dwellings, which are predominantly west of Fairfax Avenue have automobile access, while the apartment dwellers east of Fairfax have, overall, less accessibility to an automobile. Auto accessibility is slowly increasing in this area, however, as seniors are replaced by younger working people or students. The key informant and resident interviews are the basis for this observation. Key informants also indicated that the household income of families living west of Fairfax Avenue is greater than $20,000 per yeor, whereas the families living east of Fairfax Avenue tend to have incomes of less than $20,000 per year. Census data for 1980 reports a median family income of $19,284 per year and a mean family income of $23,918.

Public Facilities

Public facilities in the Fairfax/Beverly station neighborhood are oriented toward the predominantly Jewish elderly community (see Figure XI-1). For example, a large number of synagogues, many located on Beverly Boulevard, serve different branches of the Jewish religion. A substantial senior population has created a demand for old age homes and board-and-care facilities in the neighborhood. Two seniar citizen service centers, one financed by the City of Los Angeles' Department of Community Development and the other by private philanthropy, are both located on Foirfax Avenue and generate substantial pedestrian traffic.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone, Utility Business Office
- Utility Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center Fraternal Org
- Social Service Center
- Recreation Center
- Park Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic/Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XI

SEDWAY/COOKE
Urban and Environmental Planners and Designers

In addition to the senior centers, the Council of Jewish Women has a facility located north of the proposed station site on Fairfax Avenue. Several blocks east of the proposed station location, a building on Beverly Boulevard houses a number of organizations serving the local Jewish community, specifically, the Young Israel Community Development Corporation, Vitalize Fairfax Committe, and Jewish Family Services. Finally, Fairfax High School is located two blocks from the proposed station and is also a major generator of local traffic. All together, there are four public/institutional facilities, 16 social/cultural facilities, three health care facilities, and two open space/recreation areas.

Station Neighborhood Quality Indicators

Fairfax/Beverly station environs residents like this neighborhood because of its convenient shopping, transportation, and public facilities, as well as its tranquility, friendliness, and ethnic homogeneity. Residents also reported they enjoyed living in the area because of its relatively low rents and easy access to other areas of Los Angeles. These responses were confirmed by key informants. Undesirable aspects of the environs identified by some residents include traffic congestion, filth, and community breakdown. Traffic studies by the City of Los Angeles Department of Transportation verify that traffic congestion is severe on the major thoroughfares.

Social Activity Patterns

Use of Local Facilities. According to the key informants interviewed at the Fairfax/Beverly station environs, older residents frequently use the synagogues on Beverly Boulevard, the Freda Mohr Senior Citizen Center on Fairfax Avenue, the convalescent center on Beverly Boulevard, and the Council of Jewish Women's facility on Fairfax Avenue. The nonsenior respondents had social activity patterns which did not bring them into contact with these facilities located near the station site. Respondents did frequent the shops, banks, commercial enterprises along Fairfax and Beverly, and the outdoor athletic facilities of Fairfax High School. Most of the nonsenior entertainment, social activities, and work locations occur out of the station environs. Due to their limited mobility, seniors utilize services and facilities in the station environs.

Travel Patterns. Of local residents interviewed, a small number walked to facilities and services in the station environs. The seniors, however, often walk to these local destinations, primarily on Beverly Boulevard and Fairfax Avenue. The other primary pedestrian routes are Oakwood, Hayworth, and Genesee, smaller streets which parallel either Fairfax Avenue or Beverly Boulevard. Oakwood is used as a major east-west pedestrian route to access Fairfax Avenue. Hayworth carries a large number of seniors from the board-and-care facilities to other station neighborhood destinations, such as the Freda Mohr Senior Citizens Center or Fairfax Avenue shops. Residents also use Genesee Avenue, a north-south street, to travel to the Farmers Market, supermarkets, and shops on Third Street at the southern end of the station neighborhood.

The most heavily travelled north-south auto thoroughfares are Fairfax Avenue, Crescent Heights Boulevard, and Hayworth Avenue; heavily used east-west routes are Beverly Boulevard, Melrose Avenue, and Third Street. Local drivers often use Gardner Avenue, Hayworth Avenue, and Genesee Avenue for north-south travel and Oakwood Avenue and Clinton Avenue to move in an east-west direction, especially for local shopping.

Key informants and local residents enjoy the Fairfax/Beverly neighborhood because of its good transportation. Seniors use Fairfax Avenue buses for shopping in the local area and for visiting the senior service centers. Nonseniors use buses to go to wark, visit friends and relatives, and travel to recreational and entertainment spots, including restaurants. Most local bus traffic is on Fairfax Avenue, but neighborhood patrons also use Melrose Avenue, Beverly Boulevard, and Third Street buses.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Two significant short term social impacts that will occur at the Fairfax/Beverly station environs are diminished access to local facilities and disruption of community life. Although the station is intended to be constructed on an "off street" site, required cut and cover construction activities may create physical and psychological barriers for seniors who rely on the elderly facilities northwest of the station site. Construction may temporarily close sidewalks along Fairfax Avenue, making it difficult for seniors to obtain access. Over 100 entering and exiting dump trucks will be required daily to remove excavated materials during station construction. This activity will create traffic and noise problems at the Fairfax/Beverly intersection. Haul routing will be along Beverly Boulevard east of the station site with queuing requirements possibly eliminating one east-west lane, while creating physical barriers to residents waiting to cross the intersection. This will interfere with autos, pedestrians and buses. Seniors, in particular, because of impaired sight and hearing, may be reluctant to use this intersection to access facilities located north of Beverly Boulevard. This would reduce their utilization of these facilities during the construction process and cause some inconvenience.

Regarding the disruption of community life in the station area, many informants and residents indicated they enjoy the station environs because of its quietness. Construction activities will increase noise levels in and around the construction site and infringe on the area's tranquility. This will be especially true during the driving or drilling of soldier piles, which could last up to three months. Traffic directly and indirectly generated by construction equipment and dump trucks on Fairfax Avenue and Beverly Boulevard will force auto users to take alternative rautes through the community. Temporary lane closures and the temporary appropriation of the parking facilities will exacerbate congestion. Both factors will increase traffic noise and decrease the safety on these streets.

Long Term Direct and Indirect Operational Impacts

Residents and key informants named convenient shopping and public facilities as the two important reasons for living in this station environs. Much of retail space projected in association with Metro Rail will be regional commercial, not necessarily marketed to the local residents. These new retail stores will probably appeal to a younger or more affluent market. These types of retail stores can already be observed on commercial strips to the immediate north on Melrose Avenue and to the immediate south on Third Street. It is unlikely that Fairfax Avenue—at least between Beverly Boulevard and Melrose Avenue—would lose its appeal to the local and regional Jewish markets. The other commercial areas, however, such as Fairfax Avenue south of Beverly Boulevard, could be so affected. New commercial development will change some characteristics of the Fairfax/Beverly station area

and environs. Change will result in a mixture of Jewish-oriented consumer shops and regionally-oriented entertainment centers and moderate to luxurious offices. The new patterns created by these potential commercial developments will in turn affect the area's residents. Social interactions may no longer be dominated by elderly Jewish residents. The life styles of the incoming population will be more active, contrasting with the lifestyle and cultural homogeneity that residents and key informants report is a major reason for living within the station environs.

The scenario described above may occur without the addition of Metro Rail, but to a lesser extent. Metro Rail acts as a catalyst to reinforce trends anticipated to occur under the No Project Alternative.

Good public transportation was cited as a major amenity by those interviewed. Though Metro Rail will increase the regional accessibility of residents, local accessibility, achieved by buses and local dial-a-ride services, will probably be reduced. This is because additional traffic will be generated by the users of the new office and commercial space, as well as of Metro Rail. The congestion caused by office workers, shoppers, and Metro Rail riders using parking facilities will slow buses and other surface transportation modes within the area, and reduce local mobility. However, with the extensive addition of new shops and services within the environs, local residents may find less need to travel to outside facilities. Therefore, these two impacts may partially offset each other.

The level of population growth may increase demand for housing beyond available future supply and force land values and rents to rise. The current low rent level which residents feel is an important reason for living in the neighborhood would increase as demand for housing increases. This scenario suggests that lower income renters or homeowners, the bulk of whom are elderly, would either move elsewhere or pass away. They would then be replaced by wealthier renters or homeowners who could afford inflated housing costs. While some seniors would continue to live in the area, their percentage of the local population would decline.

Future demand for housing may also threaten the station environs single family homes, all of which lie west of Fairfax Avenue. Increasing residential density by upzoning in the Fairfax/Beverly station environs may mean than single family homes serving middle income households could be replaced by multiple dwelling units, including condominiums, intended for higher income residents.

Negative aspects of the neighborhood were reported to be traffic congestion, filth, and community breakdown. Traffic congestion, currently severe, will increase with the growth of office, retail, and residential square footage. The existing sense of community may decrease as a heterogeneous mosaic of smaller, more isolated social networks emerges.

Activity patterns will definitely be affected. Current behavior patterns of older residents show that seniors use the large number of senior facilities located near the station site, while those under 65 years of age frequently leave the environs for social activities, work, and entertainment. The frequency of use of facilities declines as the average age within the station environs decreases. Pedestrian activity of the younger residents may not be as high as that exhibited by seniors in the Fairfax/Beverly area.

Commercial establishments along Fairfax Avenue will continue to be used by both seniors and nonseniors. Frequency of use may increase as the number of residents

and shops also increases. However, residents may need to leave the area for produces and services now available if these existing shops liquidate or move as a result of higher land prices and rents.

Direct Long Term Displacement Impacts

It is estimated that 23 commercial establishments, located in Farmers Market will be directly displaced due to construction of Metro Rail. These establishments are mostly small specialty shops oriented to the tourist population.

XII. FAIRFAX/SANTA MONICA STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The Fairfax/Santa Monica station environs is one of the more heavily populated of the Metro Rail stations. The area's population resides mainly in dense multiple family dwellings with only a few scattered single family homes. These single family homes are primarily found in the extreme northeast and southeast sections of the station environs.

The ethnic distribution of the Fairfax/Santa Monica station environs (see Table XII-1) shows similarities to the nearby Fairfax/Beverly station environs. The largest segment of the local population, comprising nearly 90 percent, is white and is substantially Jewish. The Hispanic, Black and Asian groups are relatively small, none representing over six percent, and together comprising about ten percent of the population.

TABLE XII-1

FAIRFAX/SANTA MONICA STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
20,893	6%	89%	2%	2%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The senior population of the Fairfax/Santa Monica station environs is relatively large, though not as large as that of the Fairfax/Beverly station environs. It comprises over 25 percent of the local population (see Table XII-2). This figure is nearly twice that of Los Angeles County. Correspondingly, the youth population, those between five and 19 years old, is relatively low at nine percent of the local population. Low youth percentages, despite high percentages of people of childbearing ages, may be the result of childless couples or a large gay community in the station environs.

TABLE XII-2

FAIRFAX/SANTA MONICA STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
20,893	2%	9%	8%	23%	12%	9%	12%	26%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

As is suggested by the previously observed low percentage of youth, the percentage of the 11,972 households with members under 18 years old is relatively small. Twenty-six percent of such households are female headed, no spouse families. In comparison to the Regional Core, the Fairfax/Santa Monica station environs has a relatively small household size, 1.7 persons per household. This is typically a common characteristic when a large number of seniors reside in a neighborhood. However, the percentage of one person households occupied by seniors is under 50 percent and the percentage of large households (five or more members) is two percent, both lower than that of the Regional Core. The apparent explanation for this is that an uncharacteristically large percentage of nonseniors in this station environs also live alone. This distinctive neighborhood trait may result from the residential patterns of the local gay population.

TABLE XII-3

FAIRFAX/SANTA MONICA STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
1,338	67%	4%	26%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The low percentage of single occupant elderly households may reflect a trend of more seniors living in extended families. This trend may stem from the area's immigrant population. The area has many recent Russian Jewish immigrants, many of whom have arrived in the United Stotes with their extended families intact. Because of this phenomenon, it is unexpected that the incidence of large families is relatively small ond the percentage of households with five or more residents is the lowest of station environs outside the downtown area. Even so, in comparison to the Fairfax Avenue stops, over ten percent of the local residents live in households with more than one person per room.

Taken together, this station environs is characterized by a large senior ond a large young adult population. Many within each group live both alone and in small, extended families. Overcrowding, as measured by a ratio of more than one person per room, is nearly double that of the Fairfax/Beverly stotion environs, implying a potential neea for larger housing units in the Fairfax/Santa Monica station environs.

TABLE XII-4

FAIRFAX/SANTA MONICA STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
3,978	49%	48%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-I, R18-55 by Southern Californio Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Rental units comprise 86 percent of the local housing units, owner-occupied units comprise 10 percent and the remainder are vacant. This distribution reflects the large number of multiple dwelling units and the small proportion of single family dwelling units. The owner occupied dwellings have a relatively low median value ($118,400), especiolly in comparison to nearby station environs. The average contract rent ($269) is, however, higher than that of either of the adjacent Metro Rail station environs. This differential probably results from a moderately higher demand for rental housing in the Fairfax/Santa Monica station environs. Eleven percent of the population live in overcrowded conditions, where there are 1.01 or more persons per room.

TABLE XII-5

FAIRFAX/SANTA MONICA STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
12,448	86%	10%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

The percentage of Fairfax/Santa Monica environs residents aged 16 years and older with a work disability or transit disability is similar to the percentages of the other Metro Rail station environs.

TABLE XII-6

DISABILITY STATUS OF FAIRFAX/SANTA MONICA STATION ENVIRONS
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
19,399	1,266	6.5%	878	4.5%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Summary of Existing and Possible Future Demographic Conditions

The Fairfax/Santa Monica station environs is relatively stable, with most residents having lived in the area longer than three years. Recent demographic changes fall into two categories: the many recent immigrants, mostly Russian Jews, and the

homosexual community that has been gradually increasing during the last five years. The neighborhood can now be characterized as having three subcommunities: an older, established Jewish population; a younger, gay population; and a substantial number of Russian Jewish immigrants. The 1980 census reports median family income at $14,637 per year and mean family income at $18,593 per year. Seventy-six percent of the households have vehicle access. Few senior residents have autos and most nonseniors have access to autos.

A highrise, senior citizens complex was recently built near the station site. It is attracting more seniors to the area and will become a catalyst for increased demand on local services. In the long term, a large Jewish population will probably remain, but the area is liable to attract more gays, a continuation of the recent trend. This latter development will probably increase already high housing demand, and a corresponding increase in rents. Unless new housing is built, overcrowding will probably result. New condominiums will probably be built and older apartments will be converted to condominiums. Over 1,900 new housing units are projected to be built in the station area by the year 2000 with the construction of Metro Rail.

The commercial character of Santa Monica Boulevard is likely to continue to be upgraded, another recent trend. Two public projects have already begun on the Santa Monica Boulevard. The land use study for this EIS projects over 600,000 square feet of commercial space will be constructed in association with Metro Rail in the 1/4 mile radius surrounding the station by the year 2000.

A highrise, senior citizens complex was recently built near the station site. It is attracting more seniors to the area and will become a catalyst for increased demand on local services. In the long term, a large Jewish population will probably remain, but the area is liable to attract more gays, a continuation of the recent trend. This latter development will probably increase already high housing demand, and a corresponding increase in rents. Unless new housing is built, overcrowding will probably result. New concominiums will probably be built and older apartments will be converted to condominiums. Under the No Project Alternative, 450 new housingunits are projected to be built in the station area by the year 2000.

The commercial character of Santa Monica Boulevard is likely to continue to be upgraded, another recent trend. Two public projects have already begun on the Santa Monica Boulevard. The land use study for this EIS projects 200,000 square feet of commercial space will be constructed in association under the No Project Alternative in the ¼ mile radius surrounding the station by the year 2000.

Demographically, the area will remain largely white, and seniors may decrease as a percentage of total population as housing prices increase.

Public Facilities

The public facilities and services available in this station environs are illustrated in Fiugure XII-1. A youth center, a community center, and a post office are located close to the proposed station site. The new senior citizen housing project just north of the Fairfax/Santa Monica intersection has already been noted. A modest number

of public/institutional facilities—four religious institutions, a library, and four schools-are scattered over the entire station environ.

Station Neighborhood Quality Indicators

Interviewed residents reported that they like this station environs because of its good public transportation, its central location, and its selection of services. Neighborhood cohesion and a sense of community are considered to be other positive qualities of the station environs. Negative points raised about the area include prostitution and a high level of crime.

Social Activity Patterns

Use of Local Facilities. Residents regularly use the area's shopping specifically the Alpha Beta supermarket at the Santa Monica Boulevard and Fairfax Avenue intersection, as well as the post office opposite the supermarket. Interviewed residents reported they frequently meet their friends who also live in this neighborhood, and that they leave the area for entertainment, work, and worship. Nonseniors tend to use the local facilities less than seniors, a result of their greater mobility.

Travel Patterns. Interviewed residents reported they divide their local trips to facilities and services in the station area equally between walking and driving. Many residents who have an automobile, choose to walk to nearby destinations. This decision may stem from traffic congestion and parking difficulties within the station environs. The most common streets used by interviewed neighborhood pedestrians were side streets close to destinations along Santa Monica Boulevard or Fairfax Avenue.

The surface streets most commonly used by the local drivers who were interviewed were the side streets, not the thoroughfares. Residents apparently try to avoid Santa Monica Boulevard, a very slow and congested route. East-west access is gained on Fountain and Sunset Boulevards, Romaine Street, and Willoughby Avenue. For north-south auto access, local drivers use Hayworth for short distances and Fairfax Avenue for long distances.

The most popular bus lines include the major routes on Sunset Boulevard, Fairfax Avenue, and Santa Monica Boulevard. Seniors use Fairfax Avenue bus lines to travel to the shopping and senior facilities in the adjacent Beverly/Fairfax area. These lines are also used to access to east-west bus routes on Sunset Boulevard and bus lines south of the station environs.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Diminished access to local facilities and disruption of community life are the two most important short term social impacts which will probably occur in the Fairfax/Santa Monica station environs. The station will be constructed on-street, using cut and cover techniques and primarily located south of Santa Monica Boulevard on Fairfax Avenue. Both drivers and pedestrians will experience diminished access to local facilities when soldier piles are either driven or drilled and when decking is built. Fairfax Avenue is likely to be reduced to three lanes during much of the

construction period, and sidewalks on both sides of the construction site will probably be blocked for more than three months, though not at the same time. This blockage will cause difficulty for pedestrians walking from the south to reach buses and shops on Santa Monica Boulevard. In addition, many local residents may also perceive Metro Rail station construction as a psychological barrier and take alternative routes. Those who will be most affected by the physical and psychological barriers to construction will be seniors with impaired sight, hearing, or mobility. The temporary reduction of traffic lanes on Fairfax Avenue will exacerbate traffic congestion and make access to side streets more difficult.

Dump trucks will create congestion along the muck haul route which includes Santa Monica Boulevard east of the station site. Over 100 trucks per day are estimated to enter and exit the construction site. They will require queuing space along Santa Monica Boulevard, and these lines will shift traffic to alternative routes. Queuing will also create physical and visual barriers to pedestrians walking along this route. As a cumulative result, motorists may avoid the construction area by resorting to neighborhood streets, particularly Crescent Heights Boulevard. This traffic diversion will disrupt community life and temporarily degrade the neighborhood's character.

Community life may also be disrupted by construction-related noise, including the driving or drilling of soldier piles. Noise will affect all nearby residents, as well as the new senior center less than one block from the construction site. If soldier piles are driven rather than drilled, noise impacts will be greater. Vibration will be felt in areas adjacent to construction. Noise may cause residents to avoid much of the area and may disrupt local activity pattern along Santa Monica Boulevard for the duration of the construction period. The extent of acoustic impacts cannot be determined until noise limits/specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

Convenient amenities, especially shopping, are considered to be a major attribute of the station environs because Metro Rail will increase the amount and variety of local shopping by adding new retail space to the area. This new retail space will be largely devoted to community retail. As a result, the number of convenient amenities will increase.

Another amenity, good public transportation, may suffer with the addition of Metro Rail because surface transportation may be slowed, especially during peak hours. This results because of the area's increased commercial activity. However, those traveling south on Fairfax Avenue or into Hollywood will be able to use Metro Rail, which could offset slowed traffic conditions. If a light rail system is connected to this station, additional surface transportation will also become available into and from the Hollywood area.

Neighborhood atmosphere, defined by residents as relatively quiet residential streets, will be changed with the addition of Metro Rail. By the year 2000 it is estimated that an additional 2,240 new residents will reside within the quarter mile radius station area. An additional 450 residential dwelling units are anticipated under the No Project Alternative. It is estimated that this will increase by an additional 1,490 units under the project alternatives. These additional dwelling units will probably spur infill along neighborhood side streets. This infill may accelerate a shift from single family homes to multiple family dwellings. As a result, neighborhood atmosphere would certainly change.

The areas near the station site will become more active, a result of higher concentrations of retail shops and residential units. Local residents' activity patterns may then change. Commercial shops will also experience increased patronage as the subway and the new stores attract more people to the local area.

Metro Rail is also likely to be a catalyst for trends already begun or projected for the No Project Alternative. Population, incomes, and auto ownership are all likely to increase if new residential units are marketed to potential middle and upper income residents. The minority population, which is primarily Jewish, is likely to decrease. This is because the population is elderly and increased rents will strain their fixed incomes.

Direct Long Term Displacement Impacts

Three commercial establishments, employing an estimated 15 employees will be directly displaced.

XIII. LA BREA/SUNSET AND LA BREA/HAWTHORN STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the La Brea/Sunset and La Brea/Hawthorn station environs falls within the middle range of station environs populations. The alternative station sites are about one block from each other. In this narrative, they have been considered together as the La Brea/Sunset station environs. They are set in a moderately dense neighborhood of commercial buildings, multiple family dwellings, and single family homes. According to key informants and direct field observation, the single family houses predominate only in the southwest section of the station environs.

According to the 1980 census, the largest population subgroup is whites, who comprise nearly three-fourths of the local population (see Table XIII-1). At approximately 15 percent, Hispanics are the second largest subgroup in the station environs. The Black and Asian populations are small, at five and four percent of the local population, respectively. Key informants and respondents at the La Brea/Sunset Station agree that the area is ethnically mixed, with no significant neighborhood boundaries between ethnic groups.

TABLE XIII-1

LA BREA/SUNSET STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
19,282	15%	75%	5%	4%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The senior citizen population is 19 percent of the total station environs population and falls near the midpoint of station environs' senior totals. Younger age groups comprise a higher percentage of the total population in the La Brea/Sunset station environs than at the Fairfax/Beverly and Fairfax/Santa Monica station environs. For instance, the post-World War II baby boom age group, roughly those 25 to 35 years old, constitutes 27 percent of the total population. On the other hand, the percentage of youths between the ages 5 to 19 is nine percent, low in comporison to most station environs.

TABLE XIII-2

LA BREA/SUNSET STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
19,282	3%	9%	11%	27%	13%	10%	10%	19%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

There are 11,312 households in the La Brea/Sunset station environs. The average household size of 1.7 persons per household is small compared to other station environs. This low figure may result from a large number of single and young adults living in the area. A significant percentage of the households with children, 28 percent, are headed by women with no spouse. There is a low percentage of two parent families and a relatively small number of persons per household, thus overcrowding, measured by the percentage of household with 5 or more persons, is only three percent.

TABLE XIII-3

LA BREA/SUNSET STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
1,134	59%	8%	28%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The percentage of households with an elderly member declines from the Wilshire/La Brea station environs to the Universal City station environs. The La Brea/Sunset station environs fit well into this demographic gradient. Only approximately 50 percent of the elderly households have one person, indicating that a relatively large number of La Brea/Sunset seniors continue to live in family households with their spouses, their grown children, or with nonrelatives.

Key informants and respondents reported that the area is demographically mixed in terms of age, and that seniars live throughout the station environs.

TABLE XIII-4

LA BREA/SUNSET STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
2,784	54%	41%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

At eighty-five percent, this station environs has a relatively high percentage of rental units and a correspondingly low percentage of owner occupied units (see Table XIII-5). The remaining units were recorded as vacant in the 1980 census. The area's owner occupied, single family housing units are scattered but a higher percentage tend to be south of Fountain Avenue. Key informants and interviewed residents reported that the station environs has had a limited number of new condominiums and condominium conversions in recent years. These additions have probably increased the percentage of owner occupied units. The new housing units may also explain the relatively high vacancy rate for the area. If local condominium units were unsold, they could markedly increase what would otherwise be a relatively low vacancy rate.

TABLE XIII-5

LA BREA/SUNSET STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
12,145	85%	8%	7%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categaries of Vacant-for-rent, Vacant-for-sale, and Other.

Grouping condominiums and homes together, the average value of owner occupied units in 1980 was $128,600. Median contract rent, at $260 per month, is lower than that at the adjacent Fairfax/Santa Monica station environs but is higher than the average of all Metro Rail station environs, $217 per month. Both figures underestimate current 1982-3 rental structures in the station environs.

In addition to these slightly above average rents, the station environs' 15 percent overcrowding figure is high. Taken together, these findings indicate that even though vacancy rates are high and rents are still above average, many people live in overcrowded housing units, probably because of economic pressures. It is safe to assume that existing vacancies are primarily in upper income housing units.

Disability Status of Residents Aged 16 Years and Older

The portion of the residents in the La Brea/Sunset station environs reporting a long term health condition which impaired their ability either to work or to use public transportation was comparable to other stations.

TABLE XIII-6

DISABILITY STATUS OF LA BREA/SUNSET STATION ENVIRONS RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
17,876	1,111	6.2%	743	4.2%

Source: Census of Population and Housing, 1980. Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

Key informants indicated that most residents have, on an average, lived at their present addressed for three or more years and are long term residents of the area. Local residents who were interviewed confirmed this impression. The station environs is a relatively stable area with an identifiable group of older neighborhood residents. In addition to these established residents, the respondents also noted there has been a slight increase in the area's immigrant population. Armenians and Asians, in particular, have moved to the station environs in the last several years.

According to respondents, average household income is slightly above $20,000 per year and has risen only slightly within the last few years. The 1980 census reports median family income within the station environs to be $15,260 per year and mean family income to be $22,154 per year. The gap between median and mean family income suggests a widely varying range of incomes in this station environs.

Most respondents had regular automobile access, even those with low income. Key informants thought that about 75 percent of the population has access to an auto. The census data confirms the accuracy of their estimate, showing an automobile access rate of 74 percent.

Summary of Existing and Possible Future Demographic Conditions

The La Brea/Sunset environs is largely white, with many adults, many elderly, but few youth. Except for some new immigrants and ethnic minorities the station environs is demographically stable.

In terms of land use, the area is currently mixed with some new condominiums and singel story retail buildings, the only major additions to the station environs. Approximately 200 new housing units are estimated to be constructed by the year 2000 under the No Project Alternative. Despite small household size and moderate rents, overcrowding is very high in the area. An increase in housing density for the station environs over the remaining two decades of this century is also projected.

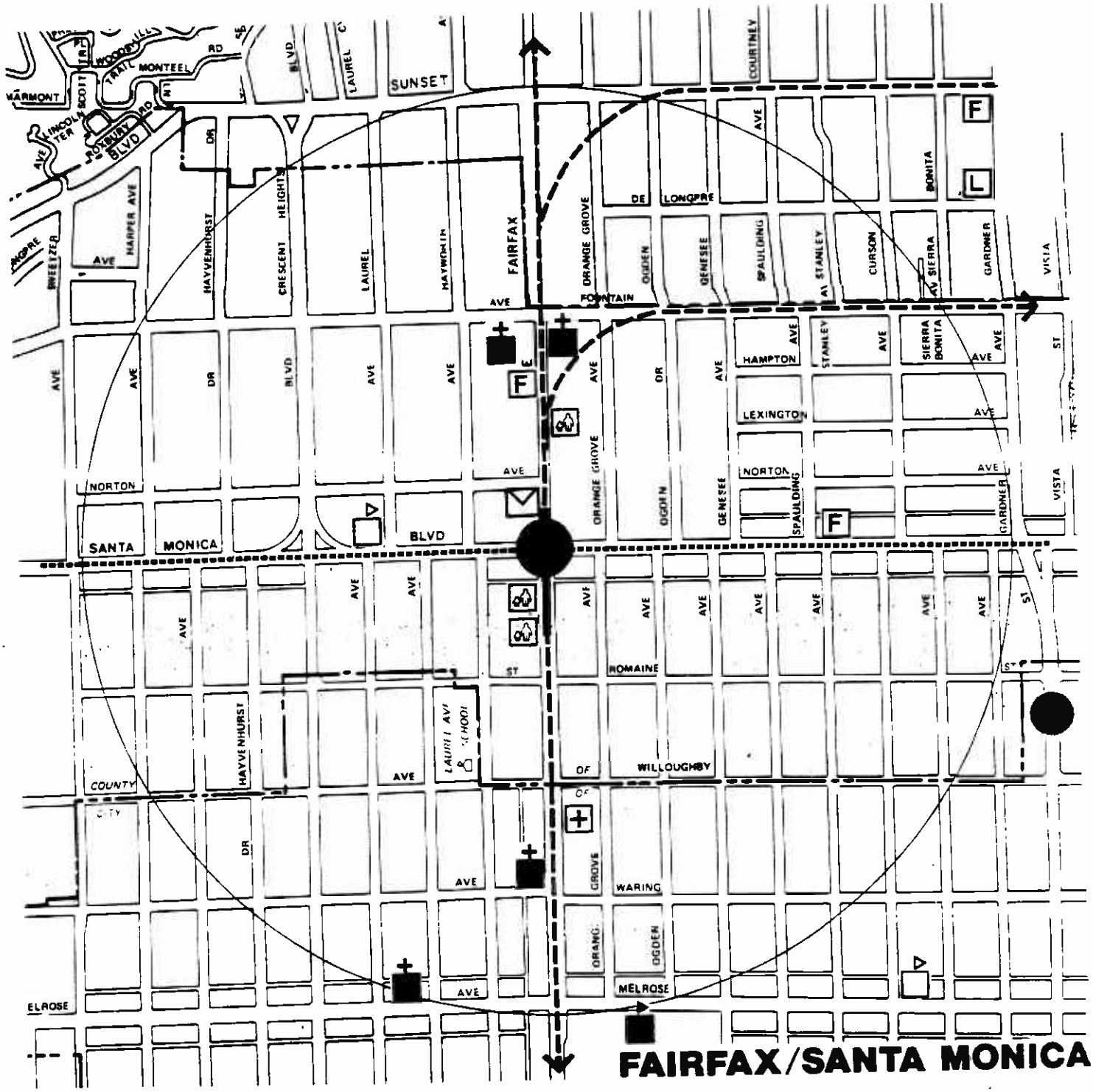
For the short term, however, the area is likely to show little physical change over present conditions. Little available land exists for new construction, and there has been little demolition and rebuilding in Hollywood in recent years. Land use projections confirm that there will be small increases in office and retail space by the year 2000. In the long range, the station environs may experience demographic change. It is likely to continue to become more ethnically diverse if rents stay at their present moderate levels, and if immigration to Los Angeles continues at a high level. Existing housing is a mixture of multiple family dwellings and single family houses, and it can therefore serve both singles and families. Unless there is a large influx of one type of household unit, rents are likely to remain stable. Supply and demand should remain in balance, leaving inflation as the economic factor forcing general rents upward.

Public Facilities

Most of the environs' 26 public facilities and social services are located in the north end of the station environs above Hollywood Boulevard. (See Figure XIII-1.) There are only a few facilities within a short walking distance from the proposed station sites. An English-as-a-second-language (ESL) school, located half a block north of the La Brea/Sunset Station draws students from beyond the station environs, as do Hollywood High School and its related adult school. There is also a store-front church close to the La Brea/Sunset intersection. SCALA, an agency which helps senior citizens locate affordable housing is located one block from the La Brea/Sunset Station.

Station Neighborhood Quality Indicators

Interviewed residents and key informants offered a wide range of reasons for choosing to live in the station environs. The respondents also had strong negative feelings about specific characteristics of the area. The positive qualities noted by respondents focused on the central location of the area and were expressed in terms of proximity to work, services, and entertainment. They mentioned the related attributes of good transportation to and from the station environs, as well as convenient shopping, primarily on Sunset Boulevard. The two most prevalent negative opinions about the station environs dealt with crime and prostitution.



Southern California Rapid Transit District

Metro Rail Project

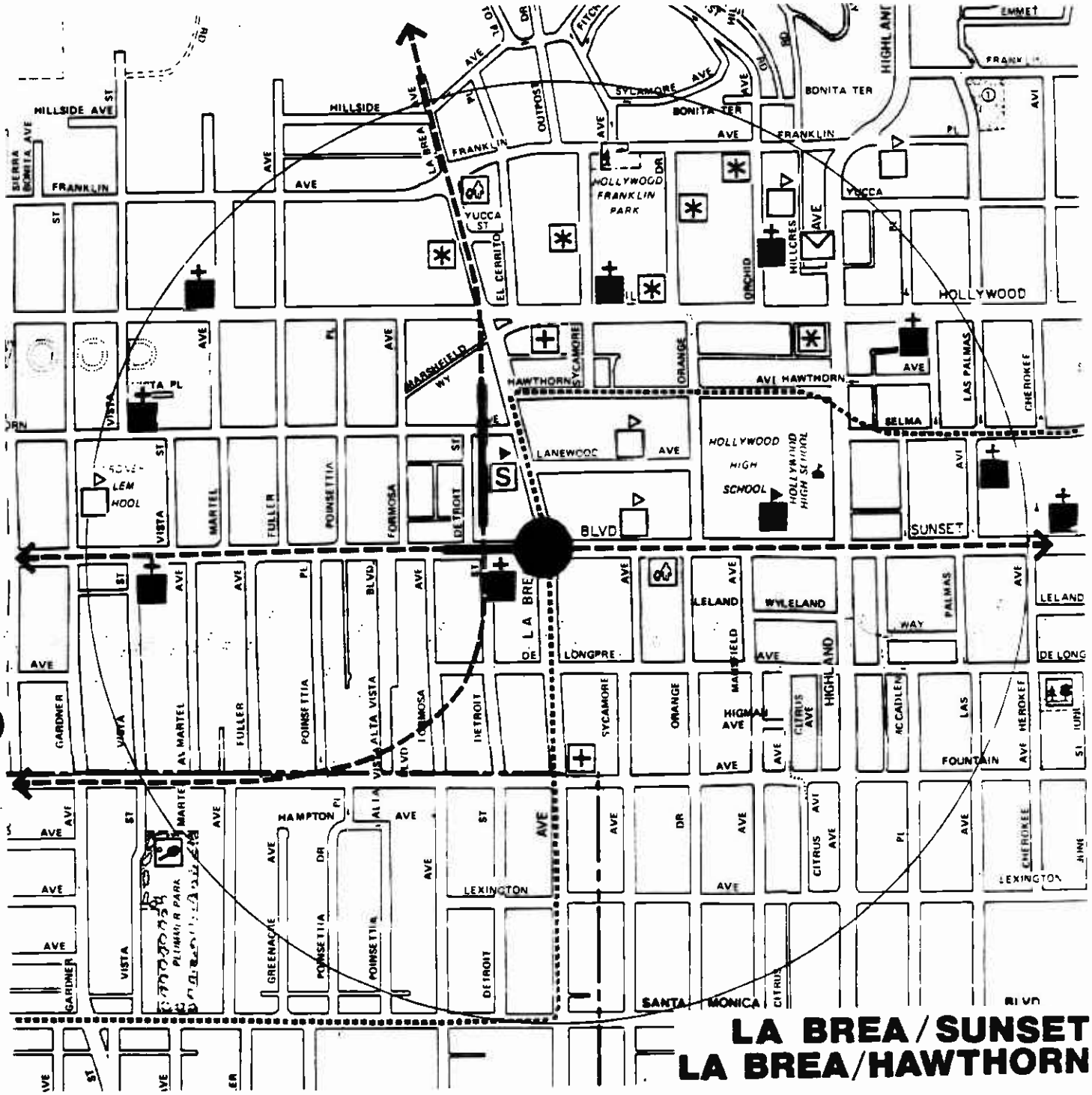
PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XII-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers



LA BREA / SUNSET
LA BREA / HAWTHORN

PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/ High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone Utility Business Office
- Utility Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center Fraternal Org
- Social Service Center
- Recreation Center
- Park Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XIII-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Social Activity Patterns

Respondents indicated that most of the activity of local residents is confined to the station environs. Both seniors and nonseniors regularly use shops, banks, and other commercial enterprises along Sunset Boulevard. Both also use entertainment and medical facilities within the area. Social activities, however, are primarily situated out of the station environs, indicating the lack of a local, indentifiable neighborhood community.

Use of Local Facilities. Although respondents reported most residents have regular access to an automobile, many residents nevertheless walked to local shopping and services. This pattern probably results from traffic congestion within the station environs, as well as the proximity of shops and services to residents. The local streets most commonly used by neighborhood pedestrians for shopping and access to public facilities are Hollywood and Sunset Boulevards. La Brea Avenue is reported to be used primarily for north-south access.

Travel Patterns. According to respondents, the buses most commonly used by residents for east-west travel are those lines on Sunset and Hollywood Boulevards; for north-south travel, those on La Brea Avenue. Unlike most areas of the Regional Core, local residents with automobile access are frequently bus users. The presumed reason is the high quality of public transportation in the station environs.

Autos are reported to be used by neighborhood residents for social activities and shopping for large items. Fountain Avenue, in particular, is valued by local residents as a timed-light, through street used for access to the west side of Los Angeles.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

La Brea/Sunset Station. The two most important short term social impacts of Metro Rail construction at the La Brea/Sunset station environs will be diminished access to local facilities and disruption of neighborhood life. The station will be constructed on-street by cut and cover techniques and will be located, for the most part, west of La Brea Avenue. Totol construction time is anticipated to be about 2½ years.

Diminished access to local facilities affects both drivers and pedestrians and will be most intense when soldier piles are driven or drilled and when decking is built. Both Sunset Boulevard and La Brea Avenue will be reduced to two or three lanes during most of the construction period. Sidewalks will probably be partially blocked for up to three months, although they will be at least minimally open at oll times. This will cause difficulty for pedestrians attempting to reach buses and shopping on Sunset Boulevard and La Brea Avenue, both of which are heavily trafficked pedestrian streets. This aspect of construction may also act as a psychological barrier for pedestrians who would be reluctant to enter the areas adjacent to construction and force them to devise alternative routes. Those who would probably be most affected by these barriers are special users groups such as seniors who tend to have sight, hearing, and mobility impairments.

The temporary reduction of lanes on Sunset Boulevard and La Brea Avenue will cause increased congestion on both streets and make local automobile access more difficult. Dump trucks, necessary to remove excavation materials, will also add to the traffic congestion. The dump trucks will also require queuing space on the major boulevards, creating traffic disruption and physical barriers for pedestrians and drivers. As a result, drivers may avoid the queuing area and resort to alternative routes, including neighborhood side streets. East-west streets which may become particularly congested are Hollywood Boulevard and Fountain Avenue. North-south streets which will be most affected are Highland Avenue and side-streets west of La Brea Avenue, particularly Gardner Avenue. This extra traffic will disrupt residential activity patterns and affect neighborhood character during most of the construction period.

Noise will also be a disruptive factor during the phases of clearing, excavation, construction, and finishing. The most extensive impacts will occur during the three month soldier pile drilling period. Noise may cause local residents to avoid much of the area and may also disrupt activity patterns on Sunset Boulevard and La Brea Avenue. Nearby residents may also experience discomfort for the duration of the construction period. The full extent of acoustic impacts cannot, however, be determined until noise limit specifications are written into construction contract documents.

La Brea/Hawthorn Station. Construction at the La Brea/Hawthorn Station will diminish access to local facilities and services, as well as disrupt neighborhood life. The station will be constructed off-street on the east side of Detroit Street, between Sunset Boulevard and Hollywood Boulevard. Construction will be by cut and cover techniques and last approximately 2-1/2 years. Pedestrians living west of Detroit Street will experience diminished access to local facilities when attempting to access shops or services on La Brea Avenue or Hollywood Boulevard. During specific construction phases Hawthorn Avenue may be completely closed, presenting short term impacts to both pedestrians and drivers. Seniors will be the group most affected by these closures.

Dump trucks will require queuing space near the construction area. This will cause congestion for both pedestrians and drivers. Hollywood Boulevard, proposed as a muck hauling route, will present additional congestion during excavation.

The disruption to neighborhood life will not take the form of traffic impacts, as it does in most station environs. The neighborhood on Detroit Street, between Sunset Boulevard and Hawthorn Avenue will temporarily cease to function as a neighborhood unit. The east side of the street will become a construction zone, and residents who remain after displacement will be faced with noise and visual obstructions. Noise impacts will be similar to those at the nearby alternative La Brea/Sunset Station and significantly affect the remaining Detroit Street residents. These construction impacts will alter the neighborhood's character for the duration of the construction period.

Long Term Direct and Indirect Operational Impacts

La Brea/Sunset Station. At the La Brea/Sunset station environs, central location is one of the most important reasons for choosing to live in the station environs. Metro Rail will enhance this by making more areas of the Regional Core accessible within the same period of time. By extension, many given destinations will be accessible within a shorter period of time via Metro Rail.

Convenient amenities was also mentioned by residents as an important reason for living in the station environs. More specifically, shopping is within easy walking distance and theaters and cinemas are also nearby. Under the Metro Rail scenario, there will be an addition of retail space to the station area. Much of this space will be oriented to a regional clientele, although some local residents will be served in the process. This scenario contrasts with the No Project Alternative under which no regional retail space is expected to be built by the year 2000 in the station area. This represents a continuation of the status quo because at present the neighborhood has no regional commercial space. Local shopping would, therefore, be significantly improved for station environs residents by the year 2000 with Metro Rail.

Residents of the station environs also value the proximity to their work. Metro Rail may improve this characteristic by making more employment areas accessible to local residents within a reasonable traveling time.

Metro Rail will have additional effects on the station environs which do not correspond to neighborhood attributes reported to be valued by local residents. For example, Metro Rail will induce slightly more office building development than projected to appear under the No Project Alternative. This commercial development may cause a slight increase in commuter traffic to and from the area, especially during peak hours.

Given these projections, the residential atmosphere of the station environs will change once Metro Rail is in operation. An additional 1,040 residents and 900 residential units are expected by the year 2000 under the No Project alternative. Under the project alternatives, these estimates are expected to increase as there will be an additional 1,020 residents and 690 additional residential dwelling units. This will increase residential density, reduce the number of single family homes, and spur the development of condominiums. The neighborhood will, therefore, exhibit greater concentrations of people and retail stores.

La Brea/Hawthorn Station. The alternative La Brea/Hawthorn Station site will have greater effect on local neighborhoods than the La Brea/Sunset Station because of its off-street location. The character of the neighborhood adjacent to the Detroit Street will completely change. Local facilities and services will probably be used more extensively as the number of residents, employees, commuters, and customers in the station environs increases. As a result, residents may have less need to use buses or autos to access stores, services, and facilities which were only previously available out of the station environs.

Demographically, the percentage of special user groups in the station environs would probably increase under both the No Project Alternative and the two Metro Rail alternatives. Population, median income, and auto ownership would increase when new housing units were rented and sold to middle and upper income individuals and families. Under the No Project Alternative the percentage of minorities and youth is likely to increase even more than with Metro Rail. This increase would be part of the general movement of minorities and immigrants from south to north and from east to west Los Angeles. Metro Rail will probably slow down this trend by increasing rental and housing prices within the station environs and reducing the rate of increase of lower income individuals and groups.

Direct Long Term Displacement Impacts at La Brea/Sunset Station Site

La Brea/Sunset Station. Displacements at the La Brea/Sunset site alternative include several businesses where proposed entrance ways would be constructed at the northeast and southwest corners of the intersection. The businesses, employing about 20 individuals, include two gas stations, two auto repair shops, and a dry cleaning establishment. No residential units or any services/facilities will be displaced.

La Brea/Hawthorn Station. The La Brea/Hawthorn Station will displace a considerable number of residential units. Six single family and 45 multiple family residential units, housing an estimated 88 persons, along the north side of Hawthorn Avenue extending between Formosa Avenue and La Brea Avenue, and along Detroit Street's east side from Hawthorn Avenue towards Sunset Boulevard would be displaced. Fee-taking parcels include five commercial establishments and one vacant business on La Brea Boulevard. These include a bank branch, a liquor store-delicatessen, two patron parking lots for a grocery and motel at Hollywood Boulevard and La Brea Avenue. Commercial displacement would affect approximately 12 employees.

XIV. HOLLYWOOD/CAHUENGA STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Hollywood/Cahuenga station environs is 14,398, near the midpoint for all station environs. The area is characterized by moderately dense, scattered multifamily dwellings. A small number of single family houses are scattered in the extreme northern and southern sections of the station environs. The multifamily dwellings are interspersed with commercial buildings, extensive parking lots, and theaters. There are very few residential units within a two block radius of the station site.

TABLE XIV-1

HOLLYWOOD/CAHUENGA STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
14,398	24%	59%	8%	7%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

When compared to adjacent station environs, the Hollywood/Cahuenga station neighborhood has a small white population and a large percentage of ethnic groups. The white census category is less than 60 percent of the total population, and Hispanics, at nearly 25 percent, are the second largest subgroup; Blacks make up eight percent of the population, and Asians are seven percent (see Table XIV-1). Key informants reported that immigrants, especially Armenians, have entered the area in large numbers in recent years. The station environs population is ethnically heterogeneous in comparison to station environs outside the downtown area and the Wilshire Corridor east of the Wilshire/La Brea Station.

Age Structure

Key informant interviews indicated that seniors comprise a high portion of the station environs population (12 percent). This percentage of seniors is close to the Los Angeles County average but lower than other station environs, except Union Station, Lankershim, and Chandler. Of all station environs, Hollywood/Cahuenga contains the highest percentage of the "baby boom" cohort (i.e., ages 25-34). These

young adults represent 29 percent of the local population and, apparently, many of them do not have children since the younger age categories are relatively small.

TABLE XIV-2

HOLLYWOOD/CAHUENGA STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
14,398	5%	12%	13%	29%	12%	9%	8%	12%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The Hollywood/Cahuenga station environs has an average household size of 1.8 people, near the midpoint of station environs. The percentage of its 7,591 households with five or more persons is high (five percent) when compared to adjacent station areas. This observation is significant given the lack of children and the many singles living in the area. This means than many families live in overcrowded households.

TABLE XIV-3

HOLLYWOOD/CAHUENGA STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
1,158	60%	10%	26%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

The percentage of total households with members under 18 is slightly lower in comparison with other station environs, and represents 15 percent of all environs households. For these households, the station environs has the highest male headed-no spouse families of any station environs outside the downtown area.

Elderly Households

In the Hollywood/Cahuenga station environs, elderly households are 17 percent of all station environs households. Most seniors, 64 percent, live alone, and this is the highest percentage of any station environs west of Wilshire/Normandie (see Table XVI-4). These data were confirmed by key informants; they reported that although most seniors live alone, they have established elaborate social networks within the station environs.

TABLE XIV-4

HOLLYWOOD/CAHUENGA STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
1,310	64%	31%	5%

Source: Census of Population and Housing, 1980.
Census reports. STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Eighty-two percent of all local housing units are occupied by renters, slightly below the average of Metro Rail station environs. Owner occupied units represent 12 percent of local housing and have a median value of $131,000 (see Table XIV-5). This figure is relatively high since many of the housing units are north of Franklin Avenue in the foothills of the Hollywood Hills. They are substantially more expensive than housing immediately adjacent to the station locations.

Key informants also noted that rents are inexpensive within the station environs. The median contract rent of $218 is lower than that at any other station environs west of the Wilshire/Vermont Station. Overcrowding is high, with 25 percent of the population living in overcrowded housing. These observations suggest that much of the station environs population is in the transit dependent, special user group of low income people. The key informants corroborated this view of the area as low income, with households south of Franklin Avenue reported to have less than $20,000 annual income on the average. Census data supports their assessment: median family income is $13,649 per year and mean family income is $19,464.

TABLE XIV-5

HOLLYWOOD/CAHUENGA STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
8,048	82%	12%	6%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

In the Hollywood/Cahuenga station environs, about eight percent of the residents, 16 years of age and older, reported a work disability. A relatively small portion of the population, age 16 years and over, reported a physical or mental disability that made if difficult or impossible for them to use public transportation.

TABLE XIV-6

DISABILITY STATUS OF HOLLYWOOD/CAHUENGA
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
12,172	986	8.1	394	3.2

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

Key informants reported that the Hollywood/Cahuenga station environs is a relatively unstable area. There is substantial turnover and many residents have lived

in the area less than one year. Census figures indicated that 68 percent of the station environs residents had regular access to an automobile. Residents and key informants thought the area north of Franklin Avenue had above average incomes and a higher percentages of whites. The area south of Franklin Avenue is poorer and ethnically mixed, according to local respondents.

Summary of Existing and Possible Future Demographic Conditions

The Hollywood/Cahuenga station environs is a transient, low income area with a large population of young adults between the ages of 25 to 34 years. The area has many overcrowded apartments, many of which, according to respondents, have deteriorated over the last ten years. Land use data indicate a moderate amount of new housing construction and an increasing population density by the year 2000. The area also is the center of the Hollywood entertainment industry and contains many theaters and studios.

Other than deterioration, the area has undergone little physical change during the last ten years. There are few new buildings although several demolitions have resulted in additional parking lots. The area is projected to experience a significant increase in the construction of commercial and retail space by the year 2000. According to key informants, the area has experienced large demographic change. The area is a point of entry for newcomers attempting to enter the entertainment industry. The area's ethnic mix has increased, as well, and this has contributed to a lower average age in the area. Incomes have decreased as the area experienced deterioration.

These conditions are not expected to change over the near term. The ethnic mix, the predominance of youth, and the incidence of overcrowding will probably remain. Further demolition without replacement housing will also force rents up as housing demand increases.

Public Facilities

The Hollywood/Cahuenga station environs has a moderately low number of social services and public facilities. Most are located south of Hollywood Boulevard and east of Vine Street, and are usually dwarfed by the large size and number of commercial activities within the area. None of the services or facilities are adjacent to the proposed station site (see Figure XIV-1) although many of them are within walking distance. The office of the Department of Water and Power is less than one block from the station site, and a post office is less than two blocks away. These two facilities are primarily used by local residents and employees. In comparison, the Hollywood USO club and the YMCA probably have a regional clientele.

Station Neighborhood Quality Indicators

Hollywood/Cahuenga station environs residents interviewed reported they like to live in the area because it has good shopping and transportation, and because social services are nearby. In addition, respondents noted that the area is closer to their work, which is often in the entertainment industry. Generally, the area is perceived as being centrally located and having inexpensive housing. According to key informants, the Hollywood ambience is also considered an important reason for living in the area, and this, too, is a major reason that newcomers to the city choose this area as a point of entry to Los Angeles.

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XIV-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers

Residents and key informants also had strong feelings about negative characteristics of the area, including the perception that the only reasons for many residents to live in the area were economic ones. Nearly all respondents mentioned the derelicts and transients of the station environs. Two additional negative items mentioned were neighborhood crime and deterioration.

Social Activity Patterns

Use of Local Facilities. Residents frequently shop within the station environs and use parks, schools, and social services, such as the social security office, the field office of Councilwoman Peggy Stevenson, and the post office (see Figure XIV-1). A large portion of both seniors and nonseniors have strong local social ties. Most residents leave the area for medical services, major grocery shopping, and recreation. The principal exception is residents without cars who do much of their business within the area.

Travel Patterns. Most residents who use facilities and services in the station area walk to them, probably because of their lack of auto access and the area's traffic congestion. Even those with auto access walk to most activities other than major grocery shopping. The most extensively traveled pedestrian streets are Wilcox Avenue for north-south access and Hollywood Boulevard for east-west access as well as shopping. Franklin Avenue and Yucca Street are also used for east-west access. According to both residents and key informants, Cahuenga Boulevard does not appear to be widely used by residents.

The auto thoroughfares most heavily travelled by local residents are Hollywood and Sunset Boulevards, and Franklin, Highland, and Wilcox Avenues. As in the case of pedestrians, Cahuenga does not seem to be heavily traveled by neighborhood motorists.

Respondents and key informants mentioned that a positive attribute of the station environs is its good public transportation. Autoless households use buses to access facilities and services outside the station area. The most frequently used buses run along Hollywood and Sunset Boulevards and provide access to downtown Los Angeles and the west side. Buses on Vine Street and Highland Avenue, in turn, provide access to the Wilshire Corridor.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Construction at the Hollywood/Cahuenga station site will diminish access to local facilities and disrupt daily community activities. The station will be constructed off-street, west of Cahuenga Boulevard between Hollywood Boulevard and Yucca Street. Construction will be via cut and cover and last about 2-1/2 years.

Drivers and pedestrians attempting to access local facilities across Cahuenga Boulevard will experience diminished access when soldier piles are driven or drilled and when decking is built. Hollywood Boulevard is likely to be reduced to two or three lanes throughout much of the construction period, and sidewalks on each side of it are likely to be blocked off for approximately one to two months. These

blockages and reductions, however, would not occur simultaneously, but will still present difficulties far the pedestrians in the area. Sidewalks along the west side of Cahuenga Boulevard will probably be closed for the duration of the construction period and pedestrians will have to devise alternative routes through this area. Seniors with impaired sight, hearing, and mobility could be expected to experience the most hardship because of their greater difficulty in adapting to these temporary new conditions. The disruption to community life will be primarily caused by changes in traffic. Despite the relatively low number of residents living within a two block radius of the station site, the traffic resulting from the temporary reduction of lanes on Hollywood Boulevard would spillover to neighborhood streets in order to avoid congestion at the construction site. The streets most likely to experience this spillover are Yucca Street and Franklin Avenue. Noise and safety problems, especially for special user groups, will result for residents living in the area.

Dump trucks will be entering and exiting the station site to remove excavation materials. These truckswill require queuing space along Cahuenga Boulevard, north of the station site. Traffic will be shifted to alternative routes. Community life may also be disrupted by noise during the clearing, excavation, construction, and finishing phases. Significant impacts will occur during soldier pile drilling, a phase which may last as long as three months. Noise may cause residents and visitors to avoid the construction zone, disrupting local activity patterns along Hollywood and Cahuenga Boulevards. The full extent of acoustic impacts cannot be determined, however, until noise limit specifications are written into construction contract documents.

Long Term Direct and Indirect Operational Impacts

Projections for the No Project Alternative show a large increase in retail space by the year 2000. Metro Rail will, in turn, raise this total slightly. One result may be an increase in the number of amenities serving the station environs residents. Much of this space will, however, be oriented toward a regional clientele and not marketed to local residents.

Commuters attempting to access the subway station site will aggravate traffic congestion, thereby slowing buses which currently serve the station environs. Additional congestion, primarily for pedestrians, will also result as the station environs population increases.

Proximity to work was identified by residents as a neighborhood amenity since many work for the entertainment industry and these facilities are within or adjacent to the station environs. Metro Rail will probably not affect this community attribute.

The negative characteristic of the station environs most often cited by respondents was crime instigated by the large transient population. As the station environs population grows, the size of this transient population is expected to decrease and, along with it, a portion of the crime which concerns community residents.

Station environs qualities which were not cited by local residents as important, but which will probably be affected by Metro Rail, include the residential character of the neighborhood. Under either the Metro Rail or non-Metro Rail scenarios, the station environs is projected to undergo a large residential transition. New dwelling units are likely to be directed toward a higher income population than presently resides in the station area and station environs. As a result, the environs may cease to be a

point of entry for those wishing to enter the city, either as immigrants or employees in the entertainment industry. Metro Rail is projected to increase the No Project estimates for the year 2000 by 1,360 residents and 610 dwelling units in the area, substantially changing the character of the station environs.

Land use changes are likely to modify local activity patterns. The influx of new residents discussed above may, on one hand, tax current retail and social services, as well as public facilities. On the other hand, those which are oriented toward low income residents may experience a decline in patronage. If Hollywood Boulevard and the surrounding shopping streets experience a revival of community-oriented retail businesses, local residents may walk through the area more often. Bus and auto usage may correspondingly decrease if residents have fewer reasons to leave the area for services and facilities.

Demographic changes can be expected to occur as a result of environmental impacts at the Hollywood/Cahuenga Station. The total population, the median income, and the level of auto ownership may all increase if new residential development encourages middle and upper income individuals to move into the area. Because these developments may displace low income residents, they may also slow the growth of the local immigrant and minority populations. The growth in the youth population may be correspondingly slowed as well.

Direct Long Term Displacements

It is estimated that the Hollywood/Cahuenga Station would displace 38 residential units, 51 commercial establishments, employing an estimated 276 employees, and four social service/facilities.

XV. HOLLYWOOD AUXILIARY LINE CORRIDOR

The study area for the impact analysis of the Hollywood auxiliary system includes a one-quarter-mile corridor on either side of the proposed transit alignments. Baseline conditions and impact assessment have been undertaken for each of the alternative auxiliary transit systems in the Hollywood area. See Glossary for the description for the alternative Hollywood alignments.

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the auxiliary line corridor is predominantly white (72 percent), with the largest minority group being Hispanic (17 percent). Blacks and Asians comprise five and four percent of the corridor population, respectively. The remaining two percent classify themselves as "other." The population and ethnic mix are not distributed evenly throughout the study corridor. The Fairfax/Santa Monica station environs is primarily white, with a large elderly population and a growing gay population. The area around the La Brea/Sunset Station can be considered a transition zone between West Hollywood and Hollywood. It is characterized by ethnic diversity and a significantly lower percentage of elderly than the previous station. The eastern segment of the corridor, around the proposed Hollywood/Cahuenga Metro Rail station, has a large proportion of minorities and a large transient population.

TABLE XV-1

HOLLYWOOD AUXILIARY LINE CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
32,451	17%	72%	5%	4%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

Although the proportion of the population 19 years and under is significant (14 percent), it is relatively lower than the figures for the other proposed corridors and well below that of the Regional Core (22 percent). The two largest age groups in the

Hollywood Corridor are aged 25 to 34 (24 percent) and aged 65 years and over (21 percent). The Hollywood corridor's elderly population is by far the largest of all the proposed corridors and well above that of the Regional Core (13 percent).

TABLE XV-2

HOLLYWOOD AUXILIARY LINE CORRIDOR
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
32,451	4%	10%	11%	24%	11%	9%	10%	21%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

Most of the 18,244 households in the corridor consist of single young adults, young married couples with no children, and seniors living alone. Only 13 percent of the households have members under 18 years and, of these households, a significant amount are single parent households (32 percent). The average household size in the corridor is 1.8 persons per household. A relatively low three percent of the households have five or more members.

TABLE XV-3

HOLLYWOOD AUXILIARY LINE CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
2,383	63%	7%	25%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Almost 30 percent of the households in the Hollywood corridor have elderly members. Of these elderly households, 58 percent are seniors living alone and are concentrated around the Fairfax/Santa Monica Station. Seniors either living with their spouses or with their grown children comprise 39 percent of elderly households.

TABLE XV-4

HOLLYWOOD AUXILIARY LINE CORRIDOR
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
5,426	58%	39%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Of the total year round units in the Hollywood corridor, the overwhelming majority are renter occupied (see Table XV-5). The median contract rent of $236 is the lowest of all the four corridors but higher than that of the Regional Core ($158). Despite the relatively low median rent, overcrowding in the Hollywood corridor is high with 22 percent of the population living in households with more than one person per room. Owner occupied housing was valued at $90,900.

Disability Status of Residents Aged 16 Years and Older

When compared to other station environs and impact corridors, the percentage of residents in the Hollywood corrodor reporting a work disability is relatively high (7.7 percent). The proportion of residents with a public transportation disability is roughly comparable to most station environs and to the other impact corridors (4.7 percent).

TABLE XV-5

HOLLYWOOD AUXILIARY LINE CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
19,220	89%	6%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

TABLE XV-6

DISABILITY STATUS OF HOLLYWOOD AUXILIARY LINE CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	% of Pop. With Work Disability	% of Pop. With Transit Disability
28,110	7.7%	4.7%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

Residents of the Hollywood Auxiliary Line Corridor are in the low to moderate income range according to the 1980 Census. The census shows median family income as $12,587 per year and mean family income ast $15,703 per year. Approximately 66 percent of the corridor residents had access to an automobile on a regular basis.

Summary of Existing and Possible Future Demographic Conditions

A relatively large population lives within a quarter mile in either direction of the auxiliary alignments. For the entire corridor, the population is primarily white. The largest minority group is Hispanic, living primarily in the eastern section of the

corridor. The age structure and household type indicates that there is a large proportion of residents who are elderly, either living alone or with spouses. Young adults between the ages of 25 and 34 are another relatively large age cohort in the corridor. Because of the relatively small proportion of youth (i.e., ages 0 to 19) and the relatively large proportion of single parents with children, average household size tends to be small. The Hollywood area has the highest rate of overcrowding within the Regional Core (22 percent). Because of the large proportion of residents who are either elderly, living alone or with spouses or young adults, living alone or with spouses and no children, housing demand will probably continue to focus on apartments (i.e., multiple dwelling units).

Public Facilities

The Hollywood Auxiliary Line Corridor contains a substantial number of facilities and services (see Figures XII-1, XIII-1, XIV-1). Altogether, there are 29 public/institutional facilities, 31 social/cultural facilities, and four park, open space areas. Public facilities generally tend to be located near the main thoroughfares--Fairfax Avenue, Santa Monica Boulevard, Sunset Boulevard, and Hollywood Boulevard. Near the intersection of Santa Monica Boulevard and Fairfax are a post office, an elementary schoold, two religious institutions, and a new, medium rise senior housing facility. Further east along the corridor are two local parks, both of which are extensively used by resdients and visitors. Located near the midpoint of the auxiliary alignment is Hollywood High School. The eastern section of the corridor, near Cahuenga Boulevard between Fountain Avenue and Hollywood Boulevard, includes a wide variety of facilities: a police station, a fire station, and several religious institutions. Three other facilities in this area are used by many nonresidents: the YMCA, the USO club, and an interurban bus station. The Hollywood library branch, located on Ivar Avenue, was recently ruined by fire but is expected to be rebuilt. Along the northernmost boundary of the corridor at Franklin Avenue is another local park. At the extreme eastern boundary is a junior high school.

Corridor Quality Indicators

No interviews of key informants or local residents were conducted for the entire Hollywood corridor. Residents and key informants were, however, interviewed for the Fairfax/Santa Monica, La Brea/Sunset, and Hollywood/Cahuenga station environs. Also analyzed were the goals and objectives agreed upon by the Hollywood Citizen Committee participating in the Hollywood Special Alternatives Analysis. The Hollywood Citizen Commitee, representing the residents of the Hollywood corridor, met with SCRTD staff and consultants on ten different occasions from September 16 to December 8, 1982 to evaluate the three basic Metro Rail alternatives for the Hollywood area. Among the important issues raised by the Committee was the need to revitalize the Hollywood area as an attractive center for cultural/entertainment events, employment, and commercial activities. This concurs with the views of the key informants and local residents interviewed at the three station environs. The provision of fast, convenient transportation to and from the Hollywood area was also seen as vital. Crime is perceived as a major problem by key informants, as well as by the Hollywood Citizen Committee. Noise and traffic congestion were issues expressed by respondents. The preservation of existing residential communities, historical sites, and open spaces was of concern to the Hollywood Citizen Committee.

Direct Short Term Construction Impacts

The elevated auxiliary alternative, the ICTS, will be completed in three stages: the construction of foundations, the erection of piers and bent frames, and the placement of precast bar beams or T-beams. Construction of the at-grade auxiliary alternative, the LRT, will be much less complex than under the ICTS aerial alternatives. Foundation pouring and track laying are the two major construction phases. Both alternatives will have certain common social impacts: diminished access to local facilities and disruption of community life.

Those streets on which the auxiliary lines will be constructed will have a reduction in the number of through lanes. Drivers may attempt to avoid this congestion by using neighborhood side streets as throughways. This will create safety and noise problems for nearby residents, especially youth and the elderly. Construction will probably cause additional access problems because it will be perceived as a psychological barrier, making residents reluctant to enter the construction area due to noise and congestion. Residents may be forced to take alternative routes to reach local facilities, disrupting local activity patterns.

Construction noise from clearing, excavation, construction, and finishing activities will affect neighborhoods closest to the construction sites. The extent of noise impacts cannot, however, be determined until noise limit specifications are written into Metro Rail construction contract documents.

The construction of a maintenance facility and storage yard at Selma Avenue and Gower Streets for either of the auxiliary systems may create temporary physical and psychological barriers for nearby residents and pedestrians. Spillover traffic around the vicinity of Selma Avenue and Gower Street may foster local circulation problems. An aerial system would probably have more of an impact due to the longer and more involved construction activity.

Long Term Direct and Indirect Operational Impacts

In the case of Hollywood residents, community perceptions which form the basis for evaluating the significance of social changes were derived from key informant and resident interviews in the Fairfax/Santa Monica, La Brea/Sunset, and Hollywood/Cahuenga Metro Rail station environs, as well as from the goals and objectives determined by the Hollywood Special Alternatives Analysis committee. Among the important characteristics which were noted by informants, respondents, and participants of community meetings is the desire for community revitalization. Residents want to make the Hollywood area an attractive center for cultural and entertainment events, employment, retail, and office activities by improving the quality of retail shopping and adding new regional amenities. These concerns will persist under the No Project Alternative and all of the auxiliary line alternatives. More specifically, under the No Project Alternative the auxiliary alignment corridor will experience large increases in retail space. The majority of this space will be regionally-oriented. Land use analyses for this EIS also project that office space will make large gains. Therefore, the number and variety of corridor amenities will increase without Metro Rail. With the introduction of Metro Rail and one of the auxiliary systems growth would be much larger. Retail growth under Alternative B, the Fairfax direct subway with the maximal auxiliary system, is 650,000 square feet. For Alternative C, the Cahuenga Bend and minimal auxiliary system, 655,000 additional

retail square feet is expected. Both major alternatives are nearly three times larger than new construction anticipated under the No Project Alternative. The majority of the retail space under both alternatives would be regionally-oriented. Office space additions for Alternative B, the Fairfax Direct, are 2,402,000 square feet. For Alternative C, the La Brea Bend, 1,740,000 additional square feet are expected, nearly twice that of the No Project Alternative. Although convenient amenities, such as office and retail space additions will increase under the No Project Alternative, revitalization and expansion will be much greater under the combination of Metro Rail and any of the auxiliary systems.

Accessibility, another valued local characteristic, would vary among alternatives. Alternative B, Fairfax Direct, would allow the greatest number of local residents to gain access to shopping and services within Hollywood. This is because this alternative, whether at grade or aerial, has the largest number of stops. Alternative B also provides a more regional orientation than Alternative C. Without an auxiliary system, Alternative A (Cahuenga Bend) relies on improved bus service to provide local service to Hollywood. Overall, it has fewer stations, but each of them would be more extensively used than the auxiliary stations.

Bus service is also a valued community characteristic and the provision of safe and secure transportation was deemed important at the Special Analysis community meetings. The quality of bus service may be reduced under Alternatives B and C because surface travel times could increase. The corridor would become more densely developed and traffic on several major thoroughfares would be more congested. This is especially true when traffic lanes are used to operate the ICTS (aerial) or the LRT (at grade). Local mobility would then be slightly impaired for residents living along the auxiliary alignments.

Another community characteristic valued by local residents is proximity to their work sites. Participants of community meetings felt it was important to improve access to employment and commercial centers. Both Alternatives B (Fairfax Direct) and C (La Brea Bend) will enhance work proximity although residents will not have direct access to the Regional Core via the auxiliary systems. Passengers will need to transfer to buses or take the auxiliary system to a Metro Rail station.

A community change which does not readily correspond to values mentioned by station environs residents or key informants is the alteration of neighborhood atmosphere. While density increases will occur under the No Project Alternative, Alternatives B (Fairfax Direct) and C (La Brea Bend) will foster much larger gains. This magnitude of development may stimulate increases in the median purchase and rental prices of dwelling units in the impact area. Furthermore, new housing may be marketed towards residents more affluent than those presently residing in the impact corridor. If the rental structure moves upwards, low income residents who presently live in the area may experience hardship.

Under the LRT, transit vehicles would operate alongside automobiles, competing with them for space. Safety considerations would require trains to reduce their speed to provide sufficient space between themselves and automobiles. If drivers perceived this at-grade route as sufficiently slow or dangerous, neighborhood side streets would be used to avoid the LRT route. An aerial transit system would not have these safety and traffic problems, because the system would be above street level. However, the support structure of the aerial system would require about one traffic lane from already tight and congested streets such as Santa Monica Boulevard. Thus drivers may still rely on neighborhood side streets, especially in peak hours, with a grade separated system.

The visual impacts of an at-grade (LRT) transit system will not be significant. The visual impacts will be primarily confined to the intermittent disruption of normal curbside pedestrian views. In addition, the use of overhead wiring for power conduction will remove the views of some buildings and vistas. An elevated transit system, however, will have considerable visual impacts. First, pedestrians would experience the permanent obstruction of views along both the linear configuration of the system and across its linear axis. If the guideway of the aerial system is close to buildings, the privacy of residents would also be compromised. In addition to these effects, the guideway and support columns could produce shadows on the street below and, possibly, adjacent buildings and sidewalks. Motorists would find their sight distance reduced when looking down the length of the guideway because of the prominence of the pillars. By contrast new views of the Hollywood area would be created for system users.

While the LRT would be noisier, neither the ICTS nor LRT system would sufficiently raise ambient noise levels to be of significant concern.

The interaction of the above impacts will probably affect activity patterns for corridor residents. Services and facilities may experience greater use when more people move to the area. Commercial volumes will increase as well if commuters and residents overcome their perception that the guideway is either a physical or psychological barrier. If the aerial (ICTS) or at-grade (LRT) system creates a barrier, residents may take alternative routes. With the addition of an auxiliary transit system residents may use buses and autos less, relying on the auxiliary line for local transportation in Hollywood. Residents may also choose to walk when the area becomes denser and more pedestrian-oriented. Development in the corridor will probably be marketed toward young white collar workers. This will tend to increase average incomes and the rate of auto ownership, while retarding the trend towards a greater percentage of minorities and youth.

The maintenance and storage yard located at Selma Avenue and Gower Street would create noise and visual impacts. Sound planning and design techniques must be implemented to mitigate adverse affects on the surrounding community.

Direct Long Term Displacement Impacts

In general, construction of an aerial system (ICTS) would result in greater displacement than an at-grade (LRT) system. A summary of displacement estimates are presented in Table XV-7.

Fairfax Direct.

Fairfax/Santa Monica. Both Metro Rail and the ICTS/LRT lines would displace a service station and a donut shop on the northwest corner of the intersection of Fairfax Avenue and Santa Monica Boulevard

La Brea/Santa Monica. Two commercial establishments, a fast food restaurant and a car wash, on the northeast and northwest corners of the intersection would be displaced by aerial platforms for the ICTS system. No displacement would result from an at-grade (LRT) system.

Selma/Hawthorn. Displacement would result from either an ICTS or LRT system because the Hollywood auxiliary line curves around the bend from Hawthorn Avenue to Selma Avenue. Five businesses would be displaced: a fast food restau-

rant, a print shop, and three entertainment related offices. Three multifamily residences with three units each would also be displaced.

Selma/Cahuenga. An aerial platform would displace 17 commercial establishments and one nonprofit service office, the Hollywood Fair Housing Council, on the southwest and northwest corners of Selma and Cahuenga. In contrast, no displacement would occur with an at-grade (LRT) system.

Selma/Gower. Both ICTS and LRT systems would displace two residences, a music publishing business, and patron parking for KCBS. They are located at the southwest corner of Selma Avenue and Gower Street. An aerial system would displace an additional office building on the northwest corner and affect five commercial tenants.

La Brea Bend.

La Brea/Hollywood. An ICTS system would displace 25 residential units in six multifamily dwellings along the north side of Hawthorn Avenue, west of La Brea Avenue. The Trouper's Club, a theatrical fraternal organization located on La Brea Avenue where Hawthorn Avenue zigzags, and a branch of the Bank of Hollywood located on the southeast corner of this intersection would also be displaced. An LRT (at-grade) system would result in the displacement of 20 residential units at this site.

TABLE XV-7

HOLLYWOOD AUXILIARY LINE CORRIDOR DISPLACEMENT

	Fairfax Direct		La Brea Bend	
	ICTS	LRT	ICTS	LRT
COMMERCIAL				
Public Parking Lots	0	0	0	0
Retail	2	1	2	1
Service/Office	26	64	26	5
Restaurant	5	2	3	1
Nonprofit Service Facility	1	0	1	0
Industrial	0	0	0	0
Estimated Employees	179	75	155	69
RESIDENTIAL				
Single Family Units	0	0	2	3
Multiple Family Units	14	12	37	29
Estimated Residents	23	20	66	54

Source: Data collection and analysis by The Planning Group, Inc.

Selma/Hawthorn. Displacement impacts would be the same as under the Fairfax Direct Alternative.

Selma/Cahuenga. Displacement impacts would be the same as under the Fairfax Direct Alternative.

Selma/Gower. Displacement impacts are identical to those under the Fairfax Direct Alternative.

XVI. STUDIO CITY STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the Studio City station environs is smaller than that of any other station environs. The residents of this station environs live mainly in low density, single family housing south of Ventura Boulevard and in an isolated area of medium density, multiple family dwellings adjacent to the Hollywood Freeway (Route 101).

Studio City has the third highest percentage of whites (85 percent) of all the station environs. It correspondingly has one of the lowest percentage of racial or ethnic minorities. These basic demographic characteristics differ markedly from those of the other North Hollywood station environs.

TABLE XVI-1

STUDIO CITY STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
5,133	8%	86%	2%	3%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The largest population age subgroup in the Studio City station environs is that representing the ages of 25-34. This subgroup constitutes more than one-quarter of the total population, one of the largest station environs percentages for this young adult category. However, the age group representing children, five years older or younger make up an unusually small proportion of the population, less than three percent, probably because many couples are not having children or there are many singles in the area.

The remaining age cohorts within the Studio City station environs have similar proportions to other station areas. The percentage of 35-44 and 45-54 age groups are slightly higher than the average for station environs. The Studio City station environs has the highest proportion of residents between 25 and 54 at 54 percent. As

a consequence, this station environs has the lowest percentage of its total population in the two most transit dependent, special user groups, those between the ages five and 19 and those aged 65 and over.

TABLE XVI-2

STUDIO CITY STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
5,133	3%	8%	11%	28%	13%	13%	12%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

Studio City's average household size of 1.7 persons per household is small compared to the average for all the station environs. This statistic corresponds to declining school enrollment, an indicator of declining family size. This station environs also has an extremely small number of households with members under 18 years of age, under ten percent. As would be expected, households with five or more persons also make up a small percentage of the 2,911 households, only two percent.

TABLE XVI-3

STUDIO CITY STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
288	69%	8%	20%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Elderly households comprise 16 percent of all local households, although the elderly themselves make up only 13 percent of the station environs population. The elderly, therefore, tend to have slightly smaller average households than the nonelderly.

Less than 45 percent of elderly households are one person units, a low figure in comparison to other station environs and the local nonelderly. Of the total population, over 52 percent of the households consist of one person. Therefore, although the elderly have a smaller average household size than the nonelderly, there is an uncharacteristically higher proportion of nonelderly living in one person households.

TABLE XVI-4

STUDIO CITY STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
466	45%	52%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The Studio City neighborhood is relatively stable with the largest percentage of owner occupied units and the lowest percentage of rental units of all station areas. The station environs is also more affluent with the highest owner occupied median home value ($173,400) and the second highest median contract rent ($270) of all the Metro Rail station environs. It has one of the lowest rates of overcrowding, only six percent of the local residents live in residences with more than one person per room.

Disability Status of Residents Aged 16 Years and Older

In the Studio City station environs, 4.7 percent of the residents, 16 years of age and older, reported they had a long term health condition which limited the kind or amount of work which they could perform. A small portion of the population aged 16 years and over (2.2 percent) reported that a long term health condition made it difficult or impossible for them to use public transportation. Studio City has the second lowest percentage of work disability and the lowest percentage of transportation disability out of all the station environs.

TABLE XVI-5

STUDIO CITY STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
3,036	66%	30%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

TABLE XVI-6

DISABILITY STATUS OF STUDIO CITY STATION ENVIRONS
RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
4,678	221	4.7%	105	2.2%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The key informants believed median household income to be greater than $20,000 per year in the Studio City station environs. In fact, the 1980 census reports the local annual median family income as $48,695 and the annual mean family income as $40,547. This is the highest family income level of any statian environs or impact corridor. A relatively high median family income usually increases the average number of families having regular access to an automobile. Both key informants and the 1980 Census confirm this relationship in Studio City. The key infarmants estimated an automobile access rate of between 90 and 100 percent and the census data reports that 92 percent of all households have regular access to an automobile.

Summary of Existing and Passible Future Demographic Conditions

Studio City is unique among the station environs in its high percentage af affluent white residents and its high percentage af owner occupied homes. Housing demand is high in the area and will probably increase because of the area's proximity to services and downtown. Increasing demand, coupled with a rather limited supply, will prabably maintain high housing prices. This in turn will probably maintain the racial-ethnic compositian af the area at close ta its present distribution. Only the wealthiest strata from minority communities could conceivably move into the Studio City station environs. The projected addition of substantial office and retail space will draw in employees and shoppers from outside the area. This in turn may place additional traffic pressure on local thoroughfares. It is difficult to gauge the response of local residents toward this additional activity. The prevailing perception af Studia City as a quiet residential area may be altered by this future cammercial development.

Public Facilities

Few public facilities are located in the statian envirans. Weddingtan Park and its recreation center are the most praminent, althaugh a privately operated tennis center is near the station site. In addition, a post office and a fire station are located in the commercial district of the statian environs. (See Figure XVI-1.) The bulk of the useable land area in the station envirans is devoted ta residences. El Paso de Cahuenga Park, also located within the station environs, containing the Campo de Cahuenga, is a historic site.

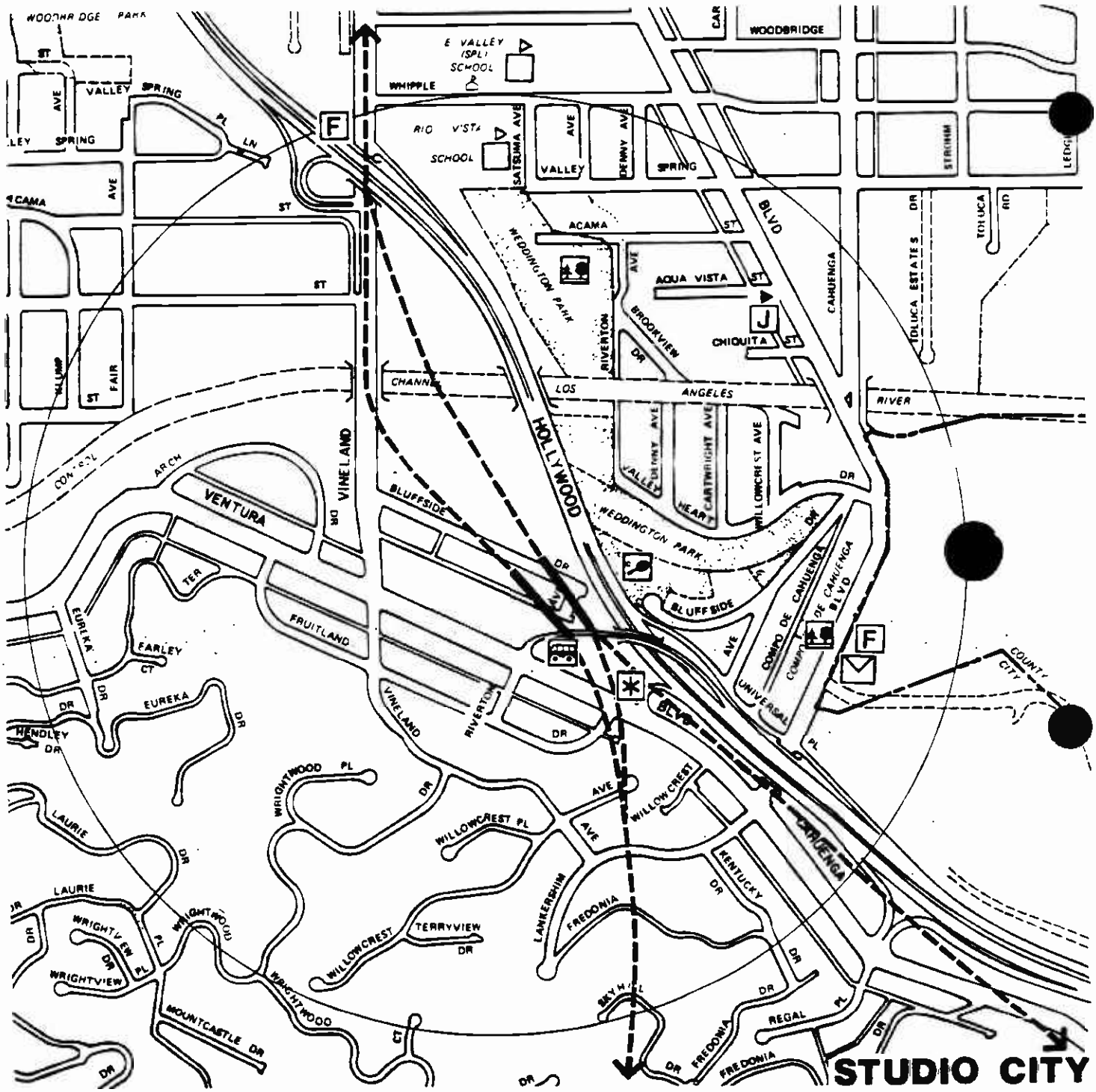
Station Neighborhood Quality Indicatars

Key informants for the Studio City station environs claim that residents of the area like to live there because of the excellent freeway access and the hilly, rural-like beauty of the area. Traffic data prepared by Los Angeles Deportment of Transportation show moderate volumes of traffic on the Hollywood Freeway exit to Universal City. As a result of freeway access, the area has the advantage af being close to the downtown and to shopping areas. In general, residents consider it to be centrally located. Interviewed residents indicate they like to live in the station environs because it is stable, quiet, and prestigious. The key informants noted that people living in the hills above the station site have, on the average, lived in their homes for longer than three years. Some respondents mentioned that a sectian of the station environs, on Venturo Boulevard, has problems with traffic, traffic noise, prastitutes, and narcotics. Traffic data confirm the perception of traffic problems along Ventura Boulevard. The level of service is rated poorly along the carridor at peak hours.

The station environs as a whole has little cammunity cohesion because of the many physical barriers: the Hollywood Freeway diagonally bisects the area, the Los Angeles River Flood Control Channel located north of the proposed station location runs east to west, Weddington Park parallels the freeway, and Ventura Boulevard separates the affluent hills from the lower income flatlands.

Social Activity Patterns

Use af Local Facilities. According to key informants, Weddington Park and the post office are the facilities most often used by local residents. The SCRTD Park and



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/ High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone Utility Business Office
- Utility/Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center Fraternal Org
- Social Service Center
- Recreation Center
- Park Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XVI-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Ride facilities was also mentioned as being occasionally used by local residents. The key informants noted that residents usually leave the station environsto obtain services, often traveling west along Ventura Boulevard. However, with the projected increase in commercial activity, this situation may vary in the future.

Travel Patterns. Studio City station environs' key informants reported that this is not a heavily traveled pedestrian area. Pedestrians who do walk in the area commonly use the following major streets: Ventura Boulevard (most often the western section), Lankershim Boulevard (sporadically along the entire length), and Vineland Avenue. To a lesser extent Arch Drive, Agua Vista Street, and the area around Rio Vista School are also used by pedestrians.

The most common transportation mode is the car. Neighborhood residents drive on Ventura Boulevard, Lankershim Boulevard, Vineland Avenue, and the Hollywood Freeway to reach other parts of the metropolitan area, while local drivers use Whipple Street, Agua Vista Street, and the hill sections of the Vineland Avenue and Lankershim Boulevard.

The most heavily used bus route in the area is on Ventura Boulevard, but local residents also use bus lines on Lankershim Boulevard and Vineland Avenue for access to the northern portions of the San Fernando Valley.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The two potential alternatives for the Studio City Metro Rail station, aerial and subway, are both bounded by Bluffside Drive, the Hollywood Freeway, Ventura Boulevard, and Vineland Avenue. Bluffside Drive residents will temporarily experience disruption of community life. Currently a quiet residential street, Bluffside Drive will be in the midst of the station construction activities. Construction-related noise will occur throughout the construction period despite the fact that diaphragm walling will be used instead of soldier pile drilling to accommodate local soil conditions. The extent of acoustic impacts cannot be determined until noise limit specifications are written into construction contract documents. Construction of a large parking garage will also impact residents, especially those along the south side of Bluffside Drive. Moreover, construction trucks and machinery will use Bluffside Drive to access Vineland Avenue. Unlike most stations, residents in this station environs will not experience diminished access to local facilities because the station is located at the end of a street, Bluffside Drive, which currently has no outlet.

Regarding the aerial alternative, the station will be constructed off-street, slightly to the west of the station site under the subway alternative. Construction will rely on conventional building techniques. As with the subway alternative, diminished access to local facilities will be minimal because the station is located on a street with a cul de sac. But, there will be greater disruption of community life for the Bluffside Drive residents during the construction of the proposed aerial station. There would be more demolition along the south side of the street, and this would cause more noise, demolition, and construction-related traffic than under the construction of the subway station. This will ultimately affect residents on both sides of the street and, therefore, generate extensive community disruption. As is

the case with the subway alternative, the construction of ancillary facilities will pose noise and visual problems for residents along the south side of Bluffside Drive. Unlike the subway alternative, however, cut and cover techniques will not be necessary to construct the aerial station. The traffic and noise impacts on residents will, nevertheless, be similar because of the greater magnitude of the aerial project.

Long Term Direct and Indirect Operational Impacts

Key informants named accessibility as one of the most important reasons residents like to live in the environs. The most important element of this accessibility is the use of the Hollywood Freeway (Route 101) to reach other sections of the city. This valued characteristic will be enhanced when Metro Rail is completed and more areas of the city can be more quickly reached.

Other local characteristics valued by residents, stability and neighborhood atmosphere, will remain unchanged in most parts of the station environs under the subway alternative. However, both subway and aerial alternatives will greatly change the area along Bluffsiae Drive west of the Hollywood Freeway.

Market forces responding to the proximity of the Metro Rail station will probably accelerate infill and increase density in this neighborhood. This will make it attractive to both potential investors and residents. An increase of 370 people and 110 residential units is projected by year 2000. Expansion of office and retail space is unlikely to affect the Bluffside Drive neighborhood because most of it will be within Universal Studios and retail growth is expected to appear along Ventura Boulevard. The Bluffside Drive neighborhood will, however, still be directly affected by the subway or the aerial alternatives. Neighborhood stability will be slowly eroded by the displacement by Metro Rail construction, and by additional residential construction. Neighborhood atmosphere will be undermined when Bluffside Drive changes from a quiet cul de sac to a through street for access to the Metro Rail station. Other Metro Rail operational factors that will affect neighborhood atmosphere include the presence of bus and parking facilities that will generate additional trips.

The aerial alternative will have even more extensive impacts on Bluffside Drive residents. Construction will greatly decrease the total number of local dwelling units and reduce the neighborhood's feeling of community. The aerial station will be more physically imposing and in contrast to existing neighborhood land uses and designs. Views for hillside residents will also deteriorate once the aerial system is operational.

Changes in residents' activity patterns within the Studio City station environs will be similar to those of Universal City. The increase in residential population may force existing services, facilities and retail shops to become taxed. The preferred transportation mode of residents will probably not change, although residents who live close to the Metro Rail station may choose to walk to the new shops and services which are projected to appear in the next two decades.

Metro Rail is unlikely to have significant impacts on the overall demographic trends within the station environs because its serious effects will be concentrated in a very small area. The trend toward an increasing percentage of minority and youth in the environs may be slowed by Metro Rail if new dwelling units are priced above the financial level of potential minority residents.

Direct Long Term Displacement Impacts

The decision to use an underground or aerial alignment significantly affects the number of residential units displaced at the Studio City Station. Two apartment houses on the north side of Bluffside Drive with 60 and 40 units, respectively, would be acquired for construction of the aerial alignment and its station. Altogether, 166 units and an estimated 279 residents would be displaced by the aerial alternative. The subway alternative would displace about 65 residents: two in single family units and 36 in multiple family units. One commercial establishment, a privately owned but publicly accessible tennis and racquetball facility at Vineland Avenue and Ventura Boulevard, would be displaced by both aerial and underground station alternatives.

XVII. UNIVERSAL CITY STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Universal City station environs is the lowest of all the station environs. The station environs overall area density is low and composed of single family homes south of Ventura Boulevard and isolated areas of medium density, multifamily dwellings along the Hollywood Freeway.

Eighty-five percent of the station environs population is white, the third highest of all the station envirans. Consequently, it is among the lowest in its percentages of minorities. Hispanics, Blacks, and Asians together account for 13 percent of the population, with Hispanics the largest group. These statistics indicate that the Universal City station environs differ markedly from adjacent station environs because they have a much higher percentage of minority residents.

TABLE XVII-1

UNIVERSAL CITY STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
5,133	8%	86%	2%	3%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Sauthern California Association of Gavernments.

[1]Percentages may not add up to 100% due ta rounding errars.

Age Structure

The largest population age subgroup in the Universal City station environs is young adults. This subgroup comprises nearly 30 percent of the local population, one of the largest percentages among the station environs. Despite the large number af young adults, the number of young children is an unusually small proportion (less than three percent) of the population. This suggests that many of the area's couples have no children, or that many unmarried singles reside in the area. The proportion of other age groups within the Universal City station environs is similar to the proportions of most station areas. The percentage of population 35 to 54 years of age is slightly higher than at other station environs. The result is that the Universal City station environs has the highest proportion of young and middle aged adults, 53 percent, and has low percentages for the two most transit dependent age groups, those between 5 and 19 years old and those 65 years and over.

TABLE XVII-2

UNIVERSAL CITY STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
5,133	3%	8%	11%	28%	13%	13%	12%	13%

Source: Census of Population and Housing, 1980.
Census reparts STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

There are 2,911 households in the Universal City station environs. The average household size is at the low end of the overall station environs range (1.7 persons per household). This statistic reflects the decline among the youth age group, those five to 19 years. This finding suggests that many of the single family homes south of Ventura Boulevard have a relatively small family size. Further data supporting this explanation is the relatively small number of households, ten percent, with members under 18 years. Similarly, households with five or more persons represent only a small portion, two percent, of the total households in the station environs.

TABLE XVII-3

UNIVERSAL CITY STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
288	69%	8%	20%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The elderly households of the station environs comprise 16 percent of the total households and 13 percent of the station environs population. The elderly have a smaller average household size than the nonelderly in the Universal City area. Yet less than 45 percent of these elderly households have one person, a figure which is low when compared to other station environs.

TABLE XVII-4

UNIVERSAL CITY STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
459	45%	52%	4%101%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Regarding other household demographic information, Universal City is unique among the Metro Rail station environs. The neighborhood is relatively stable and has the largest percentage of owner occupied units and the lowest percentage of rental units of all the station environs. The station environs homes hove the highest median value ($173,400) and the second highest median contract rent ($270) of any station environs. In controst to many other station environs, the rate of overcrowding is, at six percent, low.

TABLE XVII-5

UNIVERSAL CITY STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
3,036	66%	30%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

In the Universal City station environs, 4.7 percent of the residents, 16 years of age and older, reported a work disability. A small portion of the population aged 16 years and over (2.2 percent) reported that a long term health condition made it difficult or impossible for them to use public transportation. Universal City has the second lowest percentage of work disability and the lowest percentage of transit disability of all the station environs.

TABLE XVII-6

DISABILITY STATUS OF UNIVERSAL CITY RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
5,133	221	4.7%	105	2.2%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 becasue this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The median household income is reported by informants to be greater than $20,000 per year in the Universal City station environs. This perception actually understates the situation. The 1980 census reports the local annual median family income as $48,695, and the annual mean family income as $40,547. This is the highest family income level of any station environs. A relatively high median family income usually increases the average number of families having regular access to an automobile. Both key informants and the 1980 census confirm this general relationship. The key informants estimated an automobile access rate of between 90 and 100 percent, and the census data report that 92 percent of all station environs households have regular access to an automobile.

Summary of Existing and Possible Future Demographic Conditions

The Universal City station environs is unique among stations because of its high percentage of affluent, white residents and its high percentage of owner occupied housing units.

The demand for housing in the station environs is high and will probably increase because of the area's setting; it has close proximity to services and easy freeway access to the downtown. Increasing housing demand, coupled with a limited supply,

will probably maintain high housing prices for both existing and future units. These market forces will, in turn, probably stabilize the ethnic distribution of the station environs close to its present level. The large projected growth of office and retail space under the No Project Alternative will draw workers and shoppers from outside the station environs, placing additional traffic pressure on local thoroughfares. It is difficult to gauge the response of local residents toward this additional activity. The prevailing perception of Universal City as a quiet residential area may be altered.

Public Facilities

There are few public facilities and social services in the station environs. Weddington Park and its recreation center are the most important ones (see Figure XVII-1). In addition, a post office and a fire station are located near the area's commercial center. The dominant type of land use in the area is residential, although the commercial center has mostly movie-related uses. El Paso de Cahuenga Park, containing the Campo de Cahuenga, is a well known historic site located immediately adjacent to the station site. The proposed Metro Rail development at this station is intended to incorporate, and not displace, this park.

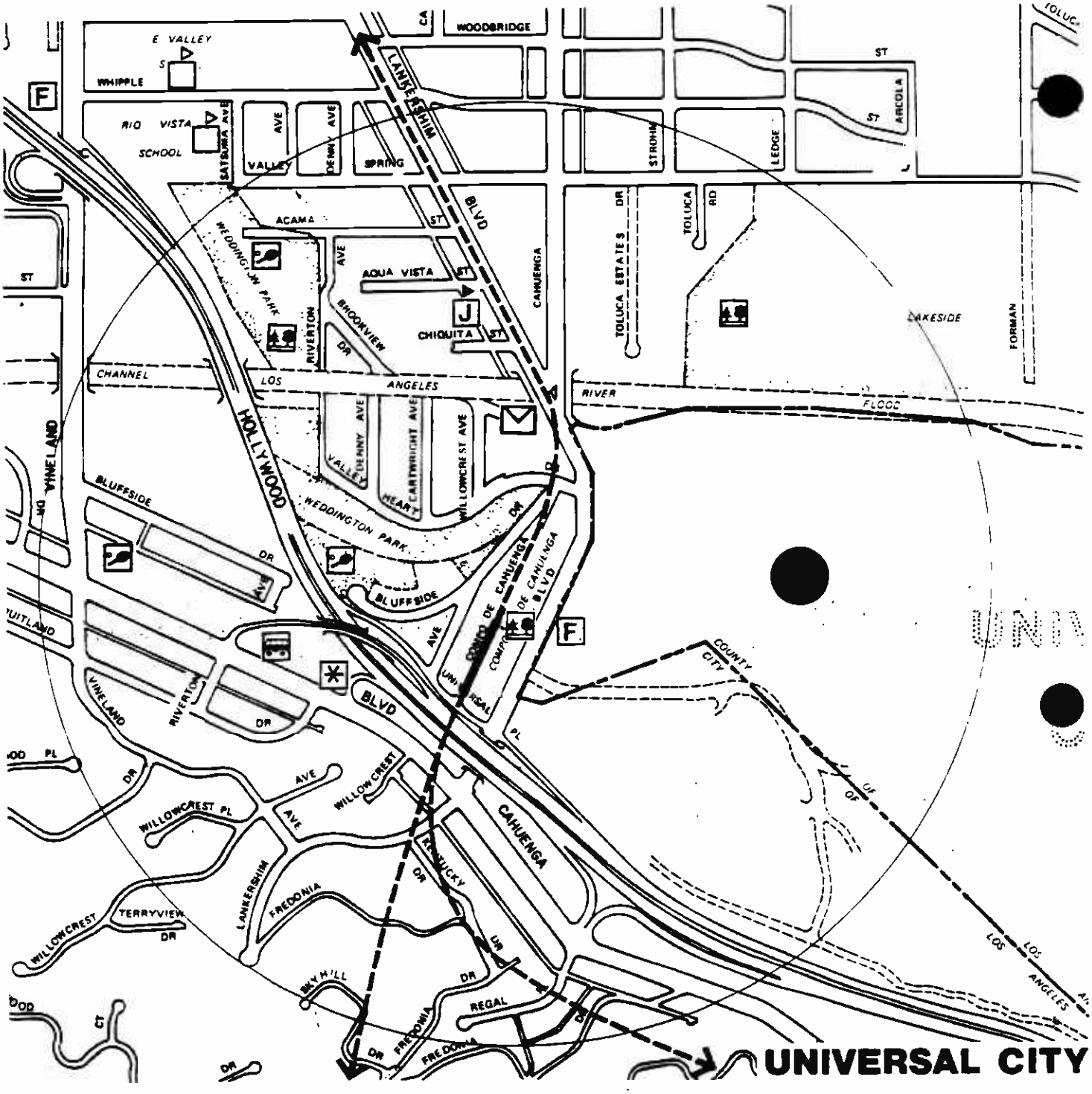
Station Environs Quality Indicators

Key informants with expertise on the Universal City station environs report that residents like to live in this area because of its excellent freeway access and the hilly, rural setting. As a result of this freeway access, station environs residents are close to the downtown entertainment areas such as Hollywood and Dodger Stadium, recreation centers such as Griffith Park, and many other points of interest. In short, the area is centrally located. Regarding the station environs' setting, respondents report that residents prefer to live in this area because it is stable, quiet, and prestigious. Key informants and local residents who were interviewed noted that most residents who live in the station environs' hills have been there for longer than three years.

As for the negative attributes of the station environs, respondents mentioned that one portion, that which is adjacent to Ventura Boulevard, has problems with traffic noise, prostitutes, and narcotics. Traffic data from the City of Los Angeles Department of Transportation confirm the reports of traffic problems along Ventura Boulevard. The level of service is rated poor on this corridor at peak hours. As a whole the station environs has little community cohesion because it has extensive, internal physical and psychological barriers. Among these are the Hollywood Freeway which diagonally bisects the station environs; the Los Angeles River Flood Control Channel, which runs east-west in the area north of the proposed station site; Weddington Park, which parallels the freeway; and Ventura Boulevard, which separates the hills from the flatlands.

Social Activity Patterns

Use of Local Facilities. According to key informants the frequently used facilities in the Universal City station environs include Weddington Park and the post office. An existing RTD Park and Ride facility, which is near the proposed station site, was mentioned as being only occasionally used by local residents. This is because residents usually drive to their destinations or walk from their homes to bus stops. Whether taking buses or private cars, the station environs' residents primarily leave the area for services, often traveling west along Ventura Boulevard. In light of the commercial developments planned for the area, trips to other neighborhoods may become increasingly unnecessary.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High / High School
- Special School Facility
- Junior College
- Governmental-Related Building
- Library
- Post Office
- Telephone/Utility Business Office
- Utility Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center / Fraternal Org.
- Social Service Center
- Recreation Center
- Park Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic / Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XVII-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Travel Patterns. Key informants for the Universal City station environs reported that the area does not experience heavy pedestrian traffic. Those residents who do walk, however, commonly use the following major thoroughfares: Ventura Boulevard, particularly in the station environs' western section; Lankershim Boulevard, at various portions in the station environs; and Vineland Avenue. To a lesser extent, Arch Drive, Agua Vista Street, and the area near the Rio Vista School are used by local pedestrians.

The primary mode of local access is the automobile. Neighborhood drivers are reported to most heavily rely on Ventura Boulevard, Lankershim Boulevard, Vineland Avenue, and the Hollywood Freeway to reach other areas of the city. To travel through the station environs they use Whipple Street, Agua Vista Street and extensions of Vineland Avenue and Lankershim Boulevard in the station environs' hilly areas. The most heavily used bus route in the area is along Ventura Boulevard, although local residents also rely on buses which run on Lankershim Boulevard and Vineland Avenue to reach areas north of the station environs.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The Universal City station environs are bounded by Bluffside Drive, Lankershim Boulevard, and the Hollywood Freeway. This area contains the Campo de Cahuenga, as well as apartments and condominiums. Construction of the Metro Rail station will include the demolition of residential complexes on both sides of Willowcrest Avenue and the south side of Bluffside Drive. Because this is currently a quiet residential area, it will experience significant, but temporary, changes in neighborhood character, plus noise and traffic problems. Dump trucks and other construction-related equipment will use Bluffside Drive and Lankershim Boulevard for access to the station site, further aggravating problems of congestion and access for area residents.

Noise from clearing, excavation, construction, and finishing activities will affect residents. The extent of acoustic impacts cannot be determined until noise limit specifications are written into construction contract documents.

Construction will also produce noise and safety problems in Weddington Park, which is adjacent to the station site. Special user groups such as the very young and elderly will be affected by these problems.

Station construction will significantly affect the residents of Bluffside Drive and result in dislocation in the station site area. The extent of restricted access to and from the Bluffside Drive neighborhood will depend on the extent of construction. Access to the Campo de Cahuenga may be restricted during construction due to its proximity to the station location. The Universal City station includes a station access bridge over the Hollywood Freeway. While this bridge was included in the station design to mitigate traffic impacts on Bluffside Drive, its quiet residential character may be disrupted during the construction period.

Long Term Direct and Indirect Operational Impacts

Under the No Project Alternative, development for the Universal City Station is substantial. MCA, a private corporation, has plans for a substantial amount of development in the area. The environs will change significantly by the year 2000 regardless of the construction of Metro Rail. Metro Rail will have a role in supporting these trends to some degree, however, it is likely that it will only be minor.

Under the No Project Alternative, an additional 3,100,000 square feet of commercial floor area is projected. Under the Project alternatives, this is expected to increase by only 200,000 to 400,000 square feet. These dramatic changes in land use will significantly impact stability and neighborhood atmosphere which were cited as characteristics valued by residents. The station environs will experience indirect, long term impacts affecting local stability. Market forces will also promote residential infill and increased household size.

The designation of this station as a park and ride facility for the San Fernando Valley will significantly increase traffic congestion in the station environs. To mitigate impacts on Bluffside Drive, considered to be particularly sensitive due to its quiet residential character, a new station access bridge over the Hollywood Freeway and landscape berms have been included in the station area design.

The key informants identified accessibility via the Hollywood Freeway as one of the most important reasons for living in the Universal City station environs. Metro Rail will enhance accessibility by placing more areas of Los Angeles within reach for a given period of time.

Stability and neighborhood atmosphere were also local characteristics valued by residents. Bath the subway and aerial versions of the station will significantly impact the residential areas along Bluffside Drive, which is locally referred to as "The Island." This area will be affected by long term direct impacts related to displacement. The station environs will also experience indirect, long term impacts affecting local stability. Market forces accompanying Metro Rail will promote residential infill and increased household size. Land use projections for the Metro Rail Project show an increase of less than 400 additional people and about 160 new units in the station area by the year 2000. The substantial portion of the office and retail additions will occur within the Universal Studios. There will, however, be significant changes from within the Bluffside Drive neighborhood due to dislocation, Metro Rail construction, and office and retail construction and operations. The neighborhood's atmosphere will be affected due to passenger loading and unloading, kiss and ride facilities, as well as bus and parking facilities.

Traffic generation from these activities will become a significant problem on Bluffside Drive west of the Hollywood Freeway due to the overpass discussed previously. This additional traffic can be expected to cause safety problems and noise irritation for residents, especially children and the elderly, during peak hours. These large traffic volumes could also create physical barriers on all affected routes and decrease local accessibility.

Activity patterns may change in the long term for residents of the Bluffside Drive neighborhood, as well as for other station environs residents. With an increase in the resident population, social services, facilities, and retail shops may experience a slight increase in patronage. Certain areas of Weddington Park may, however, be avoided because of the increased safety, traffic, and noise problems in the adjacent areas. Most residents currently use automobiles for local access and are likely to continue to do so. Residents who reside near the Metro Rail station may, however, walk to the new neighboring shops and services.

The Metro Rail Project is unlikely to have a significant impact on the long term demographic trends within the station environs since its effects will be concentrated on a very small area. The trend toward an increasing percentage of minority and youth in the station environs may be slowed by Metro Rail if new dwelling units are priced above the income levels of potential residents.

Direct Long Term Displacement Impacts

Ten retail and office commercial establishments and patron parking lots would be displaced by Metro Rail. These are located adjacent to the Campo de Cahuenga on the west side of Lankershim Boulevard between the Hollywood Freeway and the Los Angeles River Flood Control Channel. These displaced businesses, employing about 210 persons, include a computer firm, an auto rental agency, a physical fitness center, and a motion picture production company.

Residential displacements include single and multifamily dwellings along Willowcrest Avenue and Bluffside Drive adjoining Weddington Park. A surface parking lot and a kiss and ride facility are also planned for this station site on parcels now occupied by residences. Of these residential displacements, four are single family, 131 are multi-family, and 66% are renter occupied.

XVIII. VINELAND/MAGNOLIA STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the Vineland/Magnolia station environs is relatively low, totalling only 9,444 people. The local residents primarily live in single family homes and a small number of scattered, multiple family dwellings. The northern section of the station environs is mainly devoted to industrial uses.

The station environs is largely comprised of two racial-ethnic population groups, whites and Hispanics. Whites make up 68 percent of the population and Hispanics comprise 24 percent of the population. The key informants reported that the percentage of Hispanics is growing. Together Blacks, Asians, and all other constitute only seven percent of the total population.

TABLE XVIII-1

VINELAND/MAGNOLIA STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
9,444	24%	68%	3%	4%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

In comparison to other station environs the Vineland/Magnolia station environs has a high percentage of children, 0-5 years, and youth, 5-19 years. Together children and youth comprise 21 percent of the population. Seniors, those 65 years and older, make up a relatively small percentage of the population, 13 percent, when compared to other station environs. In general the Hispanic population tends to be younger; they account for 48 percent of the under 5 population of children and 32 percent of the youth population. Additional evidence for this observation can be found in an ethnic breakdown of seniors. Whites comprise 85 percent of the station environs' elderly population.

TABLE XVIII-2

VINELAND/MAGNOLIA STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
9,444	6%	15%	12%	25%	11%	9%	8%	13%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

There are 4,563 households in the Vineland/Magnolia station environs. At 1.9 persons per household, it is in the mid-range of all the Metro Rail station environs regarding housing size. Nevertheless, a large percentage of the local households, 21 percent, have household members under 18 years of age. This figure is consistent with the station environs' large youth population discussed previously. Of the households with members under 19, 60 percent consist of married couples. Those households headed by women total 29 percent. In addition, a large percentage of local households have five or more members (five percent), indicative of either large nuclear families or extended families.

TABLE XVIII-3

VINELAND/MAGNOLIA STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spause Family	Female Head No Spouse Family	Nanfamily Households
999	60%	8%	29%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Households with elderly members represent 21 percent of all local households in the station environs. This figure is low when compared to other station environs. Fifty-six percent of these elderly households consist of one person. This figure, too, is low when compared to the average of 62 percent at the other station environs. Family households comprise 41 percent of the elderly households.

TABLE XVIII-4

VINELAND/MAGNOLIA STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
998	56%	41%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

Seventy-seven percent of the occupied housing units at the Vineland/Magnolia station environs are rental units. Owner occupied housing comprises 18 percent of the housing stock, and the overall vacancy rate is five percent. Owner occupied units have a median value of $91,000, which is lower that that at most station environs. It reflects the transitional nature of the area. In contrast, median contract rent, at $238, is above the station environs average of $217. This disparity suggests that the younger, Hispanic subgroup moving into the station environs probably is creating greater demand for rental housing, and less demand or financial ability to acquire single family homes. Because the overcrowding rate is exceptionally high, 19 percent, the probable explanation for the rental-ownership disparity is not demand but financial ability. Many families must simply live in small apartments.

TABLE XVIII-5

VINELAND/MAGNOLIA STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
5,110	77%	18%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

Approximately seven percent of the station environs population aged 16 years or older indicated that a long term health condition limited the type or amount of work that they could perform. Just over four percent of the residents aged 16 years or older reported that a physical or mental disability impaired their capacity to use public transportation.

TABLE XVIII-6

DISABILITY STATUS OF VINELAND/MAGNOLIA STATION ENVIRONS RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
7,763	545	7.0%	323	4.2%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The 1980 census indicates that families within the station environs are in the low to moderate income range when compared to the other station environs. Specifically, median family income was listed at $14,890 per year and mean family income was $17,563 per year.

Census figures on vehicle access show a somewhat higher percentage of households with regular access to vehicles than the station environs in central Los Angeles with comparable income levels. Approximately 85 percent of the households in the Vineland/Magnolia station environs have regular access to an automobile.

Summary of Existing and Possible Future Demographic Conditions

The Vineland/Magnolia station environs has a mixture of residential, industrial, and commercial land uses. Residences are concentrated around the station site, with commercial and industrial uses appearing to the west and north. The population total is relatively small when compared to other station environs. The key informants noted and census statistics corroborated that the station environs population is in transition from predominantly white to predominantly Hispanic. According to informants, some residences have been converted to offices. Trends of this type will probably continue, with the expanding youth population adding demand for many of

the services in the station environs. Commercial establishments in downtown North Hollywood, have already begun to orient themselves to the growing Hispanic population, and this trend is likely to continue.

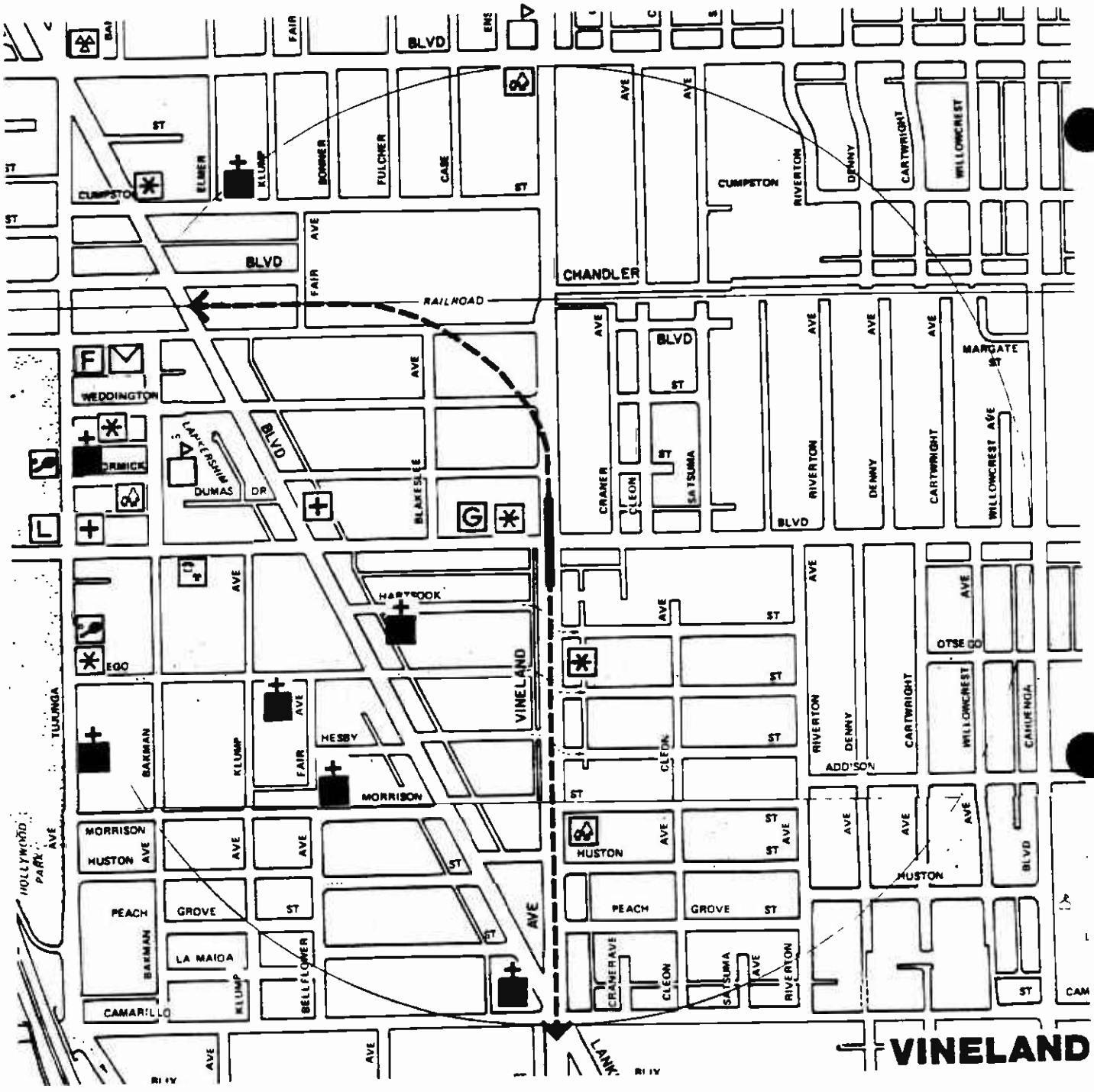
Much of the Vineland/Magnolia station environs is within the Los Angeles Community Redevelopment Agency's North Hollywood project boundaries. If their project comes to fruition, it will generate an alternative scenario more urban in nature than the one presented above. The construction of new office, commercial, and residential structures within the station environs will probably slow or halt existing demographic patterns. Residential condominiums will be purchased by white and Hispanic households with higher incomes than those currently found in the area. New commercial establishments would be targeted towards these new residents rather than the existing population. Because a large number of the project's planned housing units are designated for elderly, the percentage of seniors living in the station environs can be expected to increase. This will place additional demand on existing and proposed senior services. The new office space planned for the project would transform the area into a regional employment center.

Public Facilities

Public facilities and services in the Vineland/Magnolia station environs are quite varied and extensive, including six public/institutional facilities, 14 social/cultural facilities, two health care facilities, and one park/open space area (see Figure XVIII-1). They are almost all located to the west of the station site, with a major concentration of facilities along Tujunga Avenue, the western boundary of the station environs. These facilities include North Hollywood Park, a library, a commmunity recreation center, o county health services department branch, and a senior center. At the intersection of Chandler Boulevard and Tujunga Avenue are a fire station and post office. Public facilities on Magnolia Boulevard include a telephone office and a branch of the State of California Employment Development Department. There are several schools in the area: Lankershim Elementary School on Bakman Avenue, St. Paul's Lutheran School on Tujunga Avenue, and Toluco Lake Elementary School at the southwestern boundary of the station environs. Approximately a half dozen churches are located in the area west of Vineland Avenue.

Station Neighborhood Quality Indicators

The most often cited reasons why residents prefer to live in the Vineland/Magnolia station environs were its central location and accessibility to other areas, its affordable housing, and the neighborhood of stable, residential single family homes. The key informants and interviewed residents reported the area's central location and its ease of access to all parts of the Los Angeles basin, to downtown Los Angeles, to other parts of the San Fernando Valley, and to Hollywood and Beverly Hills as important positive aspects of their neighborhood. In particular, the station environs is well suited to people who work at Universal Studios and Burbank Studios and at Lockheed Aircraft. Affordability of housing was another positive aspect mentioned. Newer residents are attracted by relatively low rents and long term, resident homeowners have either paid off their mortgages or cannot afford to relocate to other areas. The third cited reason for preferring the station environs was community stability. The Vineland/Magnolia station environs is one of the oldest communities in the San Fernando Valley and it has a strong core of long term residents who have resided in the neighborhood for decades.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High / High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone / Utility Business Office
- Utility / Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center / Fraternal Org
- Social Service Center
- Recreation Center
- Park / Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XVIII-1

SEDWAY/COOKE

Urban and Environmental Planners and Designers

Among the negative qualities of the Vineland/Magnolia station environs, interviewed residents and key informants cited poor land use and mixed zoning, deterioration of the area in recent years, and a general lack of retail stores. Among the reasons mentioned for the area's deterioration are reduced property values stemming from Burbank Airport noise as well as the mixed land uses. Light industry and commercial establishments, most notably several auto repair shops, are located adjacent to private residences. These land use patterns have led to an increase in absentee landlords and lower housing costs. The social consequences of these patterns have been high numbers of transients, migrants, and immigrants. The station environs has become a port of entry for many immigrants, most notably Hispanics from Central America and Mexico.

Social Activity Patterns

Use of Local Facilities. All of the key informants reported that the public facilities of the Vineland/Magnolia station environs were well used by local residents. Those frequently mentioned were the Employment Development Department office, the Lankershim Elementary School, the North Hollywood Regional Park, the library, the County Health Center, and the senior center. In addition, these facilities and the area's churches were reported to draw people from other areas.

Except for banking services, interviewed residents generally avoided shopping along Lankershim Boulevard between Chandler and Camarillo Street. All the respondents mentioned that they frequently met with neighborhood friends and walked to the friends' homes.

Respondents almost always left the area for entertainment such as concerts, movies, and plays. However, two key informants mentioned that the Repertory Theatre located on Magnolia Boulevard just west of Vineland Avenue was well attended, presumably in part by residents. This theatre is scheduled to be relocated as part of the redevelopment project. Five of the surveyed residents listed North Hollywood Park as a recreation site and also used the public library there.

Travel Patterns. Magnolia Boulevard was most often cited as the main east-west pedestrian thoroughfare. This is because there are no east-west streets north of Magnolia until Chandler Boulevard that access the services and facilities located west of Vineland Avenue near Lankershim Boulevard and Tujunga Avenue. South of Magnolia Boulevard, east-west access is impeded by a median strip on the west side of Vineland Avenue. Pedestrian activity is also found along Tujunga Avenue between Chandler Boulevard and Magnolia Boulevard where several facilities are located. Lankershim Boulevard, between Chandler Boulevard and Camarillo Street, also generates some pedestrian traffic. Other noted pedestrian routes were Bakman Avenue and Otsego Street, both west of Lankershim Boulevard. At the extreme southeastern corner of the station environs there was intermittent pedestrian activity generated by the Toluca Lake Elementary School.

The major auto thoroughfares in the area were Vineland Avenue, Magnolia Boulevard, Lankershim Boulevard, Burbank Boulevard, and Cahuenga Boulevard. Informants and respondents also noted that Camarillo Street, west of Vineland Avenue was a major auto route.

Among residents who travelled by bus, only Line 86 on Vineland Avenue was mentioned as a major transit route.

Direct Short Term Construction Impacts

The disruption of community life and diminished access to local facilities will probably be the two primary construction related impacts at the Vineland/Magnolia station environs. The station will be constructed on-street along Vineland Avenue north and south of Magnolia Boulevard using cut and cover techniques. Construction time will be approximately 2-1/2 years. Diminished access to local facilities will be experienced by both drivers and the limited number of pedestrians in the station environs.

Vineland Avenue will probably be reduced to three lanes during most of the construction period. Sidewalks would be blocked for more than three months, though not at the same time. These blockages may cause difficulty for pedestrians attempting to reach downtown North Hollywood from the east. Many residents may also perceive the construction to be a psychological, as well as a physical barrier. Their repanse will probably be to devise alternative routes to their destinations. These barriers could cause discomfort for the elderly when they access senior facilities in North Hollywood Park and for children attending the Lankershim School.

Increasing congestion would result from the temporary reduction of lanes on Vineland Avenue and Magnolia Boulevard. Local mobility will become more difficult. As a result, drivers may avoid the congested area by using other arterials as well as neighborhood side streets. The streets most impacted by spillover traffic will probably be Lankershim Boulevard, Cahuenga Boulevard, Camarillo Street, and Chandler Boulevard. Dump trucks carrying tunnel muck and station excavation materials will cause additional congestion. The specific characteristics of this disruption will depend on the number of trucks and their queuing locations.

Noise will also be noticeable during the construction period, with the neighborhoods closest to the construction site experiencing the greatest impacts. The largest noise impacts will occur during soldier pile drilling for a period of up to three months. This noise may cause residents to avoid much of the area, especially on Vineland Avenue and Magnolia Boulevard. The full extent of acoustic impacts cannot, however, be determined until noise limit specifications are written into Metro Rail construction contract documents.

Long Term Direct and Indirect Operational Impacts

Respondents and key informants named stability as one of the most important reasons for living in the environs. Though the area has changed demographically during the last ten years, many residents appear to be buffered from this change by their networks of social ties. The station environs' stability will undergo major changes even under the No Project Alternative by the year 2000. This is because part of the station environs is in the Community Redevelopment Agency's (CRA) North Hollywood redevelopment project area. Metro Rail impacts on stability would emerge in conjunction with those introduced by the CRA's activity.

Respondents also named accessibility as an important neighborhood feature. Accessibility would increase under the Metro Rail scenario because residents could reach many more sections of the city within a shorter period of time than at present.

Inexpensive housing was also identified as a station environs amenity. The No Project Alternative, with CRA involvement, is not likely to increase the supply of low cost rental housing. The CRA plan calls for several hundred condominium units which will most likely be marketed to middle to upper income individuals. Metro Rail may reinforce this new development by also spurring the development of condominium units marketed toward middle and upper income purchasers attracted to the area by its enhanced regional accessibility.

Deterioration was the negative neighborhood quality most commonly cited by respondents. The rate and extent of this deterioration will change under both the No Project and Metro Rail scenarios because of the involvement of the CRA in the station environment. The activity patterns which presently exist in the station environs are, therefore, also likely to change under both alternatives. Because the local population will, in overall terms, increase, local facilities and services, especially the senior citizens center, will probably experience a corresponding increase in patronage. Existing facilities will probably become overloaded if they are neither expanded or augmented. With the coming of Metro Rail, local retail stores which remain after the CRA's projects are initiated will probably experience an increase in business volume. Residents may walk for small items if new retail stores are oriented to the local market. If this development emerges, local residents might use autos and buses less frequently than at present.

Demographically, Metro Rail is likely to reinforce trends which would have already begun with the CRA's North Hollywood Project. Population, personal incomes, and auto ownership rates are likely to increase, while the present trend of expansion in minority and youth populations may level off in numeric terms and proportionately decline. The percentage of elderly residents will increase because of the CRA project. The Metro Rail is unlikely to offset this trend.

Direct Long Term Displacement Impacts

Displacement would occur at the intersection of Vineland Avenue and Magnolia Boulevard where an aerial station platform would displace an industrial bearing supply store on the northwest corner and four small businesses on the northeast corner. The four businesses are a taco stand, a shoe repair shop, an electrical contractor, and a vacuum cleaner repair shop. Alternatively, a subway station would only displace the bearing supply store and a gas station on the southeast corner of the intersection. No residents are displaced under either alternative.

XIX. NORTH HOLLYWOOD STATION ENVIRONS

BASELINE CONDITIONS

Total Population and Ethnic Distibution

The total population of the North Hollywood station environs is relatively low, with less than 9,000 people. The population is scattered among largely commercial and industrial land uses.

The area is comprised largely of whites and Hispanics. Together these two groups comprise 93 percent of the total station environs population. The original white population has shown a steady decline since 1970 and currently comprises 66 percent of the population. The Hispanic population has correspondingly shown a steady increase and now comprises over 27 percent of the local population.

TABLE XIX-1

NORTH HOLLYWOOD STATION ENVIRONS
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
8,959	27	66	3	3	1

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

As shown in Table XIX-2, the North Hollywood environs have one of the lowest percentages of elderly among all stations (12 percent) and one of the highest percentages of youth (22 percent). This high percentage probably results from higher fertility rates and a lower median age among the Hispanic population, who represented 27 percent of the area's population in 1980, yet accounted for 39 percent of the births.

TABLE XIX-2

NORTH HOLLYWOOD STATION ENVIRONS
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
8,959	7%	15%	13%	25%	12%	8%	7%	12%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

There are 4,462 households in the North Hollywood station environs. The average household size, 2.0 persons per household, at this station environs is within the middle range of all the station environs. A large percentage of all households, 22 percent, have family members under 18 years old (see Table XIX-3). Of all the local households with these young members, 30 percent are headed by women, a higher percentage than most other station environs. Six percent of all households have five or more persons, the highest figure for all station environs. One person households represent 48 percent of all households, which is relatively low for station environs.

TABLE XIX-3

NORTH HOLLYWOOD STATION ENVIRONS
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
989	57%	9%	29%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

Slightly less than 20 percent of total households in the North Hollywood station environs are elderly, a low figure in comparison to the average figure of 28 percent at other stations. This figure is also low when compared to the average of 62 percent at other station environs.

TABLE XIX-4

NORTH HOLLYWOOD STATION ENVIRONS
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
4,462	54%	43%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The North Hollywood station environs have a larger percentage of owner occupied housing units (19 percent) and a consequently lower percentage of renter occupied units than most other station environs. The owner occupied units have a lower median value than homes at other station environs ($86,100), reflecting the transitional nature of the area. In contrast, the median contract rent at $235, is slightly above the average ($217) for station environs, but it is below the average of all rental units in the City of Los Angeles. In response to these higher rents, overcrowding results. Twenty-one percent of all people living in this station environs live in overcrowded units.

TABLE XIX-5

NORTH HOLLYWOOD STATION ENVIRONS
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
4,715	76%	19%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

In the North Hollywood station environs, approximately 6.7 percent of residents, 16 years of age and older, reported they had a long term physical or mental health problem which limited the kind or amount of work which they were able to perform. This proportion is somewhat, though not remarkably, higher than the average percentage found at other station environs. Four percent of the population 16 years and over cited a long term health condition which made it difficult or impossible for them to use public transportation.

TABLE XIX-6

DISABILITY STATUS OF NORTH HOLLYWOOD RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
7,330	494	6.7%	293	4.0%

Source: Census of Population and Housing, 1980. Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The key informants generally reported that they thought the median household income in the station environs was relatively low, less than $20,000 per year. The 1980 census data supports this impression, with annual median family income $15,978 and an annual mean family income of $19,103. The local respondents also believe that there is a high percentage of auto ownership in the area, a level associated with higher median income. The 1980 census data reports that 87 percent of the environs households had regular access to an automobile. This high level of auto ownership, combined with average rents and low household incomes, probably reduces the disposable incomes of most households in this area. These low incomes reflect themselves in the variety of "bargain" stores found in the station environs.

Summary of Existing and Possible Future Demographic Conditions

The station environs have a mixed but changing land use pattern. The local neighborhood population is relatively small and changing from being predominantly white to predominantly Hispanic.

The future of the area is uncertain but key informants agree that the residential population is decreasing while the local industrial labor force is increasing. In terms of land use, this demographic change is related to shifts to commercial uses that will probably decrease the available housing stock and increase the rents of the remaining

housing stock. The younger elements of the population are likely to continue to increase, adding to demand for schools. Along with these changes in the local population, businesses are likely to merchandise less costly items and orient their marketing to an Hispanic population.

An alternative scenario for the station environs can be found in the Los Angeles Community Redevelopment Agency's (CRA) redevelopment plan for the area. CRA officials predict that a total of 500 new residential units will be built if redevelopment plans are implemented. Of these, between 200-300 units are targeted for the elderly; the remainder would be condominium units for middle and upper income residents. This redevelopment plan also calls for extensive development of office space on Lankershim Boulevard between Magnolia and Chandler Boulevards.

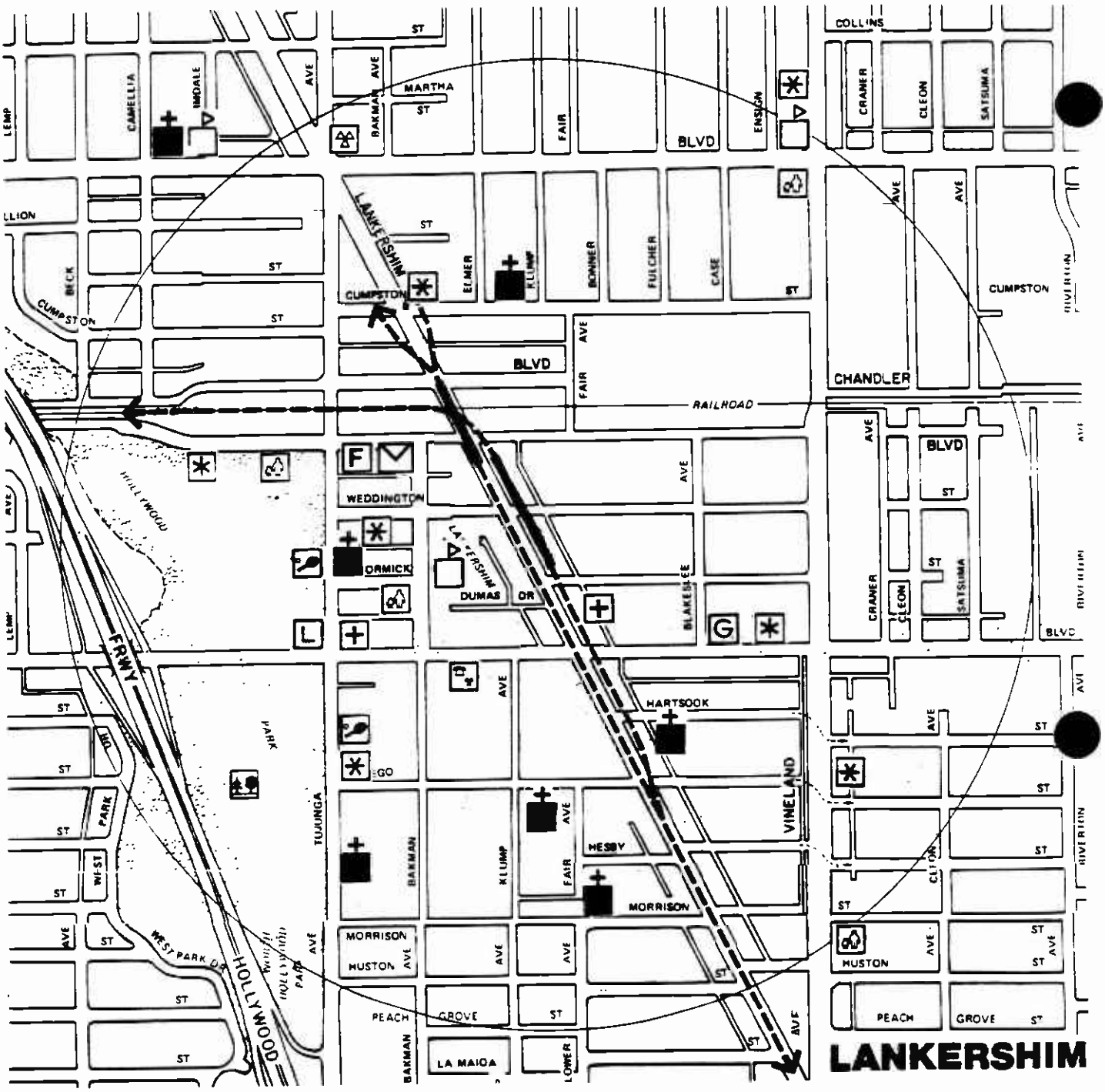
This CRA scenario contrasts with the existing trend, in which existing housing will be replaced by commercial space, not supplemented. The CRA plan would also slow or halt current demographic trends in the area by promoting a large increase in the elderly population, as well as increase the percentage of owner occupied residential units (i.e., condominiums). Condominium development would attract higher average household incomes, and in turn, could affect commercial activity in the area by encouraging some merchandisers to include higher priced items. The spillover effects from the CRA plan may result in a general upgrading of adjoining commercial activity, as well as additional middle income housing. This scenario would eventually increase densities within the area.

Public Facilities

As indicated on Figure XIX-1, several Los Angeles City and County operated facilities are located within easy walking distance of the proposed station site. These facilities include a post office, fire station, senior citizen center, park, swimming pool, health clinic, library, and community center clustered on the west side of the station area. These facilities provide services for local residents and users from outside the station environs. The operational subway would make these facilities more accessible and increase their use by people outside the station environs. A modest number of churches are also scattered over the station environs, but none is within walking distance (i.e., less than ten minutes) from the proposed station site. In addition to these public and private facilities, there are a variety of facilities which cater to the local Hispanic community, for example a dance hall on Lankershim Boulevard.

Station Neighborhood Quality Indicators

The key informants thought the primary reason for residents to live in this area was the availability of inexpensive housing. Other factors cited were the proximity of local facilities, especially the park, and the freeway access. The park and its recreation center also provided a major local facility for the significant youth population in the area. Key informants reported that retail commercial stores were primarily used to shop for small items and that residents must leave this area for major shopping. Negative characteristics of the station area commonly mentioned by local residents and informants was a general concern about crime.



PUBLIC/INSTITUTIONAL FACILITIES
- Elementary School
- Junior High/ High School
- Special School Facility
- Junior College
- Government-Related Building
- Library
- Post Office
- Telephone Utility Business Office
- Utility - Power Station
- Fire Station
- Police Station
- Transportation Facility

SOCIAL CULTURAL FACILITIES
- Church
- Synagogue
- Cultural Center Fraternal Org
- Social Service Center
- Recreation Center
- Park/ Open Space

HEALTH CARE FACILITIES
- Hospital
- Health Clinic/ Medical Complex

COMMERCIAL
- Major Commercial Facility

Southern California Rapid Transit District

Metro Rail Project

PRELIMINARY ENGINEERING PROGRAM

0 400 800 1600 feet

Figure XIX-1

SEDWAY/COOKE
Urban and Environmental Planners and Designers

Social Activity Patterns

Use of Local Facilities. According to the key informants interviewed within the North Hollywood area, local residents regularly use the area's facilities (see Figure XIX-1). The most popular recreational facilities are the senior citizens center, YMCA, North Hollywood Park and the park's swimming pool. The recreational facilities most often used by local residents include the post office, the library, local churches, and the health center.

Travel Patterns. The station environs have a substantial number of pedestrians, especially in the area surrounding the park, and on Chandler Boulevard, Bakman Avenue, Weddington Street, Magnolia Boulevard, McCormick Street, and Tujunga Avenue. Lankershim Boulevard, along the entire length of the station environs, is used by pedestrians as a shopping street. These streets together provide access for most of the services.

Major thoroughfares that bisect this area, such as Burbank Boulevard and Vineland Avenue, are not typically used by local pedestrians because they either lack services and shopping, or lack access to other streets providing services. The key informants concurred that local neighborhood drivers use all of the major thoroughfares within the station area to travel to destinations out of the station environs. The traffic volume/capacity projections prepared by the City of Los Angeles Department of Transportation indicate that peak hour traffic is currently fairly light in the station environs and is expected to increase moderately by the year 2000.

Major bus routes serving residents occur along Lankershim Boulevard. These bus lines are important and frequently used by residents because they transport local residents to major shopping and employment centers. Less frequented lines used by residents run along Magnolia Boulevard, Chandler Boulevard, and Vineland Avenue.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

Based on current projections, subway construction at the Lankershim or Chandler Station will not significantly diminish access to local facilities or disrupt community life. The area immediately surrounding the station site is currently zoned for industrial public, and quasi-public uses, although the predominant uses are parking lots and isolated industrial uses.

According to the key informants, Tujunga Avenue and Lankershim Boulevard are major pedestrian streets, whose use will not be impaired by potentially new psychological barriers during construction. At present, pedestrians must already pass through empty lots, railroad crossings, and industrial uses in order to walk on these streets to shopping near North Hollywood Park and Lankershim Boulevard.

There will also be a minimal amount of disruption to community life from the noise generated by the construction process. This is because noise is unlikely to reach station environs residents; the closest residential sites are over two blocks away and well buffered from the station site. Noise pollution may, however, impact the senior center on Chandler Boulevard and activity center in North Hollywood Park. Dump trucks will create congestion along Tujunga Avenue and Chandler and Lankershim

Boulevards adjacent to the station because this is the proposed muck hauling route. Over 100 entering and exiting dump trucks per day are estimated and will require queuing space along Chandler Boulevard, possibly shifting traffic to Burbank and Magnolia Boulevards. This may create physical barriers around the heavily traveled pedestrian area along Chandler Boulevard. Safety will also be a factor for elderly and youth.

Long Term Direct and Indirect Operational Impacts

Two scenarios exist for the North Hollywood station environs. One is with a CRA project in the area; the other is without a CRA project. Both the CRA project and the station may become catalysts for community change. Relatively dense commercial and office uses are likely to be built north of the station along Lankershim Boulevard, and denser industrial uses are likely east and west of the station site on Chandler Boulevard. This would result from increased accessibility to employment and increased land costs. The existing neighborhood-oriented services, situated in low rise buildings, will probably change to higher density, regionally oriented uses.

Current ethnic changes would be slowed, and the neighborhood would probably stabilize at present levels of ethnic distribution. Average household income, however, might increase. The area would become a regional magnet for employment, and would increase traffic at peak hours.

Commercial uses would probably change to accommodate employees working in the area and new residents living east of Lankershim Boulevard. Though outside of the CRA project boundaries, the area south of Magnolia Boulevard might experience an increase in residential land prices which would be expressed in higher sale prices and higher rents.

In addition to commuter traffic entering the area for employment opportunities, commuters can be expected to enter and exit the Metro Rail station. This will add traffic to the area, and increase the level of congestion on adjacent residential and pedestrian streets, such as Tujunga Avenue, as well as the residential area north of Cumpston Street. The long term effects on the station location resulting from the CRA project would be the appearance of higher density commercial office, residential, and industrial uses. These, in turn, would result in higher land prices. As a result, traffic volumes would be expected to increase, especially at peak hours. In general, the present small town feel of the North Hollywood community would be replaced by a much more urban atmosphere.

Without CRA involvement the local community will retain much more of its present character. For example, Lankershim Boulevard would probably retain its low rise commercial atmosphere, although low rent commercial facilities might be displaced as rents and commercial densities slowly increased. The most significant long term change without CRA involvement is an increase in commuter traffic to the station site area. This commuter traffic would travel on major streets provided there were sufficient parking facilities. If the parking were not sufficient, the traffic would spillover to side streets. In general, this non-CRA scenario retains much of the present neighborhood character but with an appreciable increase in peak hour traffic.

Direct Long Term Displacement Impacts

Preliminary estimates of land acquisition indicate the need to displace 16 commercial businesses, affecting nearly 72 employees.

XX. LANKERSHIM SOUTH AERIAL CORRIDOR (S-1)

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population of the Lankershim South Aerial Corridor is low compared to the Vineland South Aerial Corridor. Its approximately 6,600 people reside in a mixture of single family and multiple unit dwellings found along the length of the aerial alignment. The primary nonresidential area is along Lankershim Boulevard which has mostly low rise commercial buildings.

The alignment's population is largely white, with a small Hispanic minority. Together these two groups account for 95 percent of the total population. The key informants at the nearby Universal City station environs reported that the Hispanic population has grown only slightly within the last decade. The proportion of other minority groups is small as Blacks, Asians, and "others" comprise only four percent of the corridor's population.

TABLE XX-1

LANKERSHIM SOUTH AERIAL CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
6,585	10%	86%	1%	3%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

In comparison to other station environs and aerial corridors, the Lankershim South Aerial Corridor has a low percentage of elderly residents. Nevertheless, the percentage of the population which is 65 years or older (15 percent) is slightly above the figure for Los Angeles County. The school age population defined as those from 5 to 19 (11 percent) is also relatively low. This is the second lowest school age population of all the Metro Rail aerial corridors. Together, these two population groups, both of which are considered to be transit dependent, total 26 percent of the population, five percent higher than the Vineland South Aerial Corridor. The baby boom age cohort, those between 25 to 34, represent about one quarter of the corridor's population.

TABLE XX-2

LANKERSHIM SOUTH AERIAL CORRIDOR
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
6,585	3%	11%	11%	25%	12%	11%	12%	15%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The average household size in the Lankershim South Aerial Corridor is relatively small, 1.8 persons per household. Of the 3,632 households in the corridor, 14 percent have family members under 18 years of age. This figure is low when compared to the Metro Rail station environs, high when compared to the Vineland South Aerial Corridor.

The composition of households with members under 18 is common for all the aerial corridors. Approximately 65 percent are married couple families, and nearly 30 percent are female headed, no spouse families. Another household statistic which is comparable to the other stuay areas is the low percentage of households with five or more members. It is three percent in this impact corridor. This figure is higher than the Vineland South Aerial Corridor, probably because of a larger number of children in this corridor.

TABLE XX-3

LANKERSHIM SOUTH AERIAL CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
490	65%	5%	27%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The percentage of elderly households in the impact corridor is 22 percent of the total households, a low figure when compared to Metro Rail station environs. Of the local elderly households, over half consist of one person and approximately 45 percent are family households.

TABLE XX-4

LANKERSHIM SOUTH AERIAL CORRIDOR
ELDERLY HOUSEHOLD TYPE1

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
810	52%	46%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

1Elderly refers to residents 65 years and older.

Housing Characteristics

Within the impact corridor, 66 percent of the units are renter occupied, and approximately 30 percent are owner occupied. This owner occupied percentage is much higher than at the Vineland South Aerial Corridor because of the larger number of single family houses in this area. This corridor's vacancy rate, four percent, is also slightly lower than that of the Vineland South Aerial Corridor. The local owner occupied units have a high median value, $134,200. This probably results from the corridor's proximity to shopping and the neighborhood atmosphere of the nearby residential streets. Median contract rent is $259, slightly lower than that of the adjacent aerial corridor. The level of overcrowding--households with more than one person per room--is identical in both corridors, seven percent.

Disability Status of Residents Aged 16 Years and Older

The Lankershim South Aerial Corridor has a relatively low incidence of both work disabilities and public transit disabilities. Roughly five percent of the corridor residents aged 16 years or over reported a work disability. Approximately 36 percent had difficulty or were unable to use public transportation due to a long term health condition.

TABLE XX-5

LANKERSHIM SOUTH AERIAL CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
3,794	66%	29	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

TABLE XX-6

DISABILITY STATUS OF LANKERSHIM SOUTH AERIAL CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	Work Disability		Transit Disability	
	Number	% of Pop.	Number	% of Pop.
6,079	317	5.2%	219	3.6%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The relatively high median value of the owner occupied units suggests a corresponding high level of income. The 1980 census supports this extrapolation and indicates that median family income is $20,872 per year and mean family income is $29,959 per year. The gap between the mean and the median is probably a result of small numbers of high income families whose presence inflates the mean. The Lankershim South Aerial Corridor has one of the highest income levels of all station environs and aerial impact corridors. Likewise, this corridor has the third highest vehicle access rate, with approximately 90 percent of all households having access to a vehicle on a regular basis.

Summary of Existing and Possible Future Demographic Conditions

The population of the Lankershim South Aerial Corridor is predominantly white. In terms of age, the population distribution is normally distributed with relative large young adult (25-34 years) population. The large percentage of owner occupied housing has prices which are high; rental prices are, however, medium priced. These housing prices will probably maintain the area's ethnic mix at close to its present ratio for the near future. The percentage of Hispanics could, however, graw if new housing stock is built in the corridor and if Hispanics continue to migrate westward from the eastern portions of the San Fernando Valley. If this demographic transformation does occur, the school age cohort, those from 5 to 19, is likely to increase because the rate of natural increase is higher among Hispanics. This demographic change would increase demand on youth-oriented services, such as schools and public transit.

Residential land uses will probably experience little change other than some multiple family dwellings replacing single family homes. These new dwellings will probably be condominium units attracting middle income whites and Hispanics.

Public Facilities

The aerial corridor along Lankershim Boulevard has six public/institutianal facilities, three social/cultural facilities, and two park/open space areas.

Corridor Quality Indicators

Community perceptions of the corridor, that is, feelings of residents about their neighborhood, were extrapolated from the North Hollywood Special Analysis meetings, the North Hollywood Special Analysis Citizens Committee Final Draft Report, and key informant interviews for the Lankershim station environs. The issues they raised fell into two categories, both of which express general community values. The first issue raised could be called "preservationism," the desire to either encourage the preservation of existing conditions or minimize the possible negative impacts fostered by Metro Rail. The second group of issues are those which are catalysts for change or which could, in themselves, be a positive influence in the area.

The first category consists of those neighborhood characteristics which residents feel are important. They help exploin why residents prefer to live in the aerial corridor. The second category, issues raised at community meetings about potential changes in community life, corresponds to the negative neighborhood characteristics ascertained by resident surveys. Of special concern were the objectives to minimize the negative impacts of Metro Rail on parks, historic sites, community aesthetics, land acquisition, cleanliness, traffic, schools, and churches. Other high ranking objectives were the preservation of existing ambient noise levels, property values, and safety conditions for children and the elderly. Committee goals related to community change recorded in the Special Alternatives Analysis Final Draft Report included the promotion of community revitalization, the enhancement of local mobility, the improvement of access to community centers and employment, and the development of new residential units. In general, these "improvement" objectives scored lower than those related to preservation.

The key informants from the Universal City Station reported they thought local residents lived in this area because of the neighborhood's atmosphere and because of its proximity to freeways. Their impressions are similar to the goals and objectives

derived at the community meetings. In conclusion, it is reasonable to derive the following reasons for residents to choose or prefer to live in the Lankershim South Aerial Corridor:

- Housing is reasonably priced and the neighborhood has a quiet, safe, residential atmosphere.
- It has ample local facilities and services.
- These facilities and services can be easily accessed by residents.

The corridor's negative qualities can be assumed to be the following:

- Parts of the area are blighted and in need of revitalization.
- The existing housing stock is inadequate and needs to be improved and increased.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The construction of the aerial alignment will be completed in three stages. The first is the construction of foundations; the second is the erection of piers and bent frames; and the third is the placement of precast box beams or T-beams. The most disruptive stages of the construction of the aerial alignment in this corridor will be both foundation construction and pier casting, although all three phases will reduce access to local facilities and otherwise disrupt community life.

Portal to Universal City Station. The construction of the portal out of the Hollywood Hills to this alignment's first station requires removal of existing structures and excavation of tunnel muck from the staging site. Street blockage to perform these activities will diminish access to local facilities. The primary pedestrian impacts will be at Ventura Boulevard where sidewalks may be intermittently closed. On Lankershim Boulevard pedestrians will be forced to use sidewalks on the east side of the street when the western side is temporarily closed. This will pose temporary difficulties, particularly for special user groups.

Community life will be extensively disrupted in the hill areas. Muck hauling will require the entering and exiting of an extensive number of dump trucks per day. Local residents now value the neighborhood's rustic beauty, an attribute which would be marred during construction. Pile driving or drilling for the aerial alignment's foundation will create noise and possible vibration impacts for residents adjacent to the construction sites. Pier casting and box beam or T-beam lifting or launching will present additional noise and visual impacts.

Universal City Station to Camarillo Street. The construction of the aerial alignment within the central portions of Lankershim Boulevard will include the three construction phases previously identified. The facilities close to Lankershim Boulevard will experience diminished access, and as a result, pedestrians and drivers will probably perceive temporary physical and psychological barriers. They may be reluctant or unable to cross the thoroughfare during all three construction phases. This will undoubtedly cause difficulty for residents and others who use the area.

The disruption of community life discussed above will take the form of noise and traffic impacts. Residents along the alignment will experience severe noise impacts if foundations are pile driven. Structures adjacent to the construction site will also experience vibration during the pile driving period. Traffic will be impaired in both the short and long term because one traffic lane will be used for the alignment itself and at least one will be temporarily closed during construction. These closures will probably force drivers to devise detours on neighborhood streets to avoid congestion. Cahuenga and Vineland Avenues are the streets most likely to experience this traffic overflow. This could pose safety problems for the large numbers of children and elderly residents who use these streets.

Long Term Direct and Indirect Operational Impacts

The social consequences of Metro Rail in all of the southern aerial alignments will be comparable. This is caused by the similarity of physical and social aspects of these adjacent neighborhoods, as well as the local residents' perceptions about their neighborhood. In this corridor the issues which were most highly weighted at community meetings include visual appearance, neighborhood stability, and neighborhood atmosphere. Residents living adjacent to Lankershim Boulevard, as well as those in the lower hill sectians, will be the most visually impacted because the alignment will be visible from their homes and they will come in daily contact with it. Neighborhood stability will not likely be negatively affected since the alignment itself is not expected to affect a significant change in land use. Neighborhood atmosphere, a component of stability, can be expected to change since the aerial structure will be out of scale with adjacent buildings and affect the visual privacy of their inhabitants. The aerial structure is, however, unlikely to affect the residential atmosphere of streets other than Lankershim Boulevard and those in the lower hill sections.

The major long term indirect social and community impact of the aerial alignment will probably be the physical and psychological barriers it presents to resdients. Residents—particularly those of school age and seniors with impaired sight, hearing or mobility—may be reluctant to cross streets or use the area because af the presence of the aerial structure. This would cause them undeniable hardship. Resident travel patterns would also change, although this does not necessarily imply that local facilities would be used less. Auto and bus usage would not be seriously changed although pedestrian activity would probably decrease. The operational Metro Rail aerial structure is unlikely to have substantial impact on current demographic trends within the Aerial Corridor.

Noise from the aerial transit operation may also be perceived as a negative social impact by some residents, at best those residing directly adjacent to the aerial structure. However, noise criteria are exceeded at only a few locations and additional mitigation measures have been recommended at these sites.

Direct Long Term Displacement Impacts

Commercial and residential displacement in the Lankershim South Aerial Corridor would occur in two areas: first at the portal area in the hills above and descending to Ventura and Cahuenga Boulevards and second at the intersection of Lankershim and Cahuenga north of the station site, near the Los Angeles River Flood Control Channel. At the portal area, displacement would affect 16 residential units and three commercial establishments, a motel, a coffee shop, and a laser technology firm.

XXI. LANKERSHIM NORTH AERIAL CORRIDOR (N-3)

BASELINE CONDITIONS

Total Population and Ethnic Distribution

At 4,169 residents, the population of the Lankershim North Aerial Corridor is low when compared to the other proposed northern aerial alignments. The residents live in a combination of single and multiple family dwellings.

The corridor population is largely whites, although there is a substantial Hispanic minority. Together, these two groups comprise 93 percent of the corridor population. The key informants at the nearby Chandler Station reported that the Hispanic population has grown significantly in the last decade and is now 20 percent of the population. Other minority populations are small, amounting to about seven percent of the population.

TABLE XXI-1

LANKERSHIM NORTH AERIAL CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Asian and Black	Amer. Indian	Other
4,169	19%	74%	2%	4%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The Lankershim North Aerial Corridor has relatively few elderly when compared to the station environs. However, the 16 percent of the population of the corridor population which is 65 years or older is still above the Los Angeles County average. Of the total elderly population, 89 percent is white, indicating a neighborhood with a changing ethnic mix.

The school age group, those between 5 and 9, is also relatively small, representing 11 percent of the population. These percentages, for the youth and elderly cohorts, are similar to those in the Lankershim South Aerial Corridor, but slightly below the other alternative northern alignments. Together, these two transit dependent age groups are 27 percent of the corridor population. The baby boom age cohort, those from 25 to 34, account for a similar proportion of the corridor population.

TABLE XXI-2

LANKERSHIM NORTH AERIAL CORRIDOR
AGE STRUCTURE

Papulation	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
4,169	5%	11%	12%	26%	11%	10%	9%	16%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The average household size in the Lankershim North Aerial Corridor is relatively small, 1.8 persons per household. Of the 2,378 households in this corridor, 15 percent have family members under 18 years old. When compared to station environs and the alternative northern alignments, the percentage is relatively low. The composition of households with members under 18 is similar for all impact corridors. Fifty-six percent of the households are married couple families and over 30 percent are female headed, no spouse families. The percentage of households with five or more members, a potential indicator of overcrowding, is three percent, the lowest of all northern alignments.

TABLE XXI-3

LANKERSHIM NORTH AERIAL CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
344	56%	10%	31%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

The relatively low percentage of elderly households closely corresponds to the low percentage of elderly persons living in this corridor. At 24 percent of total corridor households, the percentage of elderly households is low when compared to Metro Rail station environs. If the elderly households are examined alone, 65 percent consist of one person, the largest percentage of all the North Hollywood alignment alterna-

tives. A correspondingly low percentage of the elderly, 32 percent, live in family households.

TABLE XXI-4

LANKERSHIM NORTH AERIAL CORRIDOR
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
563	65%	32%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The Lankershim North Aerial Corridor's housing is approximately 80 percent renter occupied, the highest rental rate of the alternative northern aerial corridors. A correspondingly, small percentage of its housing stock, 15 percent, is owner occupied. This figure stems from the high propartion of multiple family dwellings in the North Hollywood commercial area. At a median contract rent of $226, the rental units are relatively inexpensive and can cater to the area's relatively low incomes. (The corridor is also the site of the Community Redevelopment Agency's (CRA) North Hollywood projects.) Median owner occupied value is low, $92,500. At 5 percent, the vacancy rate is high. Overcrowding is also high as 13 percent of the households have more than one person per room.

TABLE XXI-5

LANKERSHIM NORTH AERIAL CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
2,503	80%	15%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

The percentage of residents aged 16 years and older in this impact corridor with work or transit disabilities is roughly comparable to the percentages found in station environs and other impact corridors. Approximately six percent of residents aged 16 and over had a disability which in some way limited the type or amount of work they could perform. About four percent of the population aged 16 and over reported that it was difficult or impossible for them to use public transportation because of a long term physical or mental disability.

TABLE XXI-6

DISABILITY STATUS OF LANKERSHIM NORTH AERIAL CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	% of Pop. With Work Disability	% of Pop. With Transit Disability
3,836	5.9%	3.9%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The 1980 census data indicates that this is a low to moderate income area, relative to the other aerial impact corridors and station environs. Census estimates show median family income to be $15,029 per year and mean family income to be $17,560 per year. The percentage of households with regular access to a car (84 percent) is somewhat high, especially in the context of the average income for the alignment.

Summary of Existing and Possible Future Demographic Conditions

The population of the Lankershim North Aerial Corridor is predominantly white, but with a large and increasing Hispanic minority. The age distribution is relatively even, with a larger young adult population and a relatively small and largely white elderly population. Rental and housing prices are low, as are the corridor's incomes. Commercial enterprises and public facilities are likely to change to reflect long term demographic trends by increasingly catering to the growing Hispanic community. The senior population is likely to decrease, while the school age population, those age 5 to 19, will continue to increase, largely because of Hispanic immigration to the corridor.

In contrast to existing trends, the CRA's North Hollywood project which is coterminous with part of the corridor will probably create demographic pressures toward stabilizing the present ethnic mix but also increasing the proportion of elderly.

Public Facilities

The Lankershim North Aerial Corridor is well served by public facilities: seven public/institutional facilities, ten social/cultural facilities, two health care facilities, and one park. Most of the facilities in the North Hollywood station environs are also located in this corridor. The North Hollywood Park and its adjacent facilities on Tujunga Avenue include a recreation center, senior citizen's center, library, and swimming pool. On Chandler and Tujunga Avenues are a post office and fire station. On Magnolia Boulevard there is a telephone company office and a branch of the State of California Employment Development Department. Two health care facilities are also in the corridor: a Los Angeles County Health Services Department office and the Valley Free Clinic. Two schools, Lankershim Elementary and Saint Paul's Lutheran School, and several other churches and religious institutions are also located in the impact corridor.

Corridor Quality Indicators

Community perceptions of this corridor, an essential element of this social impact analysis, have been extrapolated from the North Hollywood Special Analysis meetings, the North Hollywood Special Analysis Citizens Committee Final Draft Report, and key informant interviews from the Lankershim station environs. Community issues fell into two broad categories. The first category relates to the preservation of existing conditions or the mitigation of possible Metro Rail impacts. The second category focuses on community revitalization.

The first category encompasses those neighborhood characteristics which residents feel are important, as well as negative characteristics which local residents would like to see reversed. These issues were ranked by the North Hollywood Citizens Committee. The preservation objectives which received the highest score included the general minimization of negative Metro Rail impacts on parks, historic sites, community aesthetics, land uses, cleanliness, traffic flow, schools, and churches. Characteristics which also scored particularly high included the preservation of ambient noise levels, property values, and safety conditions for children and seniors. The second category of community concern, commercial revitalization, encompasses the enhancement of local mobility, the improvement of access to community centers and employment opportunities, and the development of new residential units. These objectives were generally weighted lower than preservation issues.

Key informants from the Lankershim station environs thought local residents lived in this area because of inexpensive housing, sufficient local facilities and services, and proximity to freeways. Their perceptions closely matched issues identified at the community meetings.

In conclusion, it is reasonable to assume that residents live in this Aerial Corridor because of the following qualities:

- The corridor has a reasonably priced, quiet, and safe residential atmosphere.
- The corridor has many local facilities and services.
- The facilities and services in the corridor are readily accessible to residents.

Two negative neighborhood qualities emerged from this analysis:

- o The opinion that the local neighborhoods were deteriorating.
- o The opinion that the local housing stock is insufficient.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The construction of the aerial alignment will be completed in three stages: the construction of foundations, the erection of piers and bent frames, and the placement of precast box beams or T-beams. The most disruptive construction stages within the corridor will be foundation construction and pier casting, although all three stages will reduce public access to local facilities and disrupt community life.

In the central portion of Lankershim Boulevard, there will be diminished access to the local facilities when pedestrians and drivers face physical barriers and perceive psychological barriers stemming from aerial construction. A large number of pedestrians and drivers may also be reluctant or unable to cross Lankershim Boulevard during peak construction stages. The barrier effect will cause difficulty for residents, as well as for the large number of nonresidents who come to downtown North Hollywood for shopping, services, and social activities. These patrons may choose to go elsewhere if the diminished access to the downtown area cannot be adequately mitigated.

The disruptions to community life will take the form of noise, traffic, and visual impacts. The noise impacts will be primarily experienced by residents whose homes are adjacent to the aerial structures. Their situation will be most acute during the driving stage. Ground and building vibration will occur during this first stage of construction. The flow of local traffic will be impeded in the short term, because one lane will be used for construction materials and equipment. The narrow right-of-way and high traffic volume will cause motorists to divert to local neighborhood streets in order to avoid congestion on Lankershim Boulevard. The streets which will receive the greatest portion of this traffic spillover will probably be Vineland and Tujunga Avenues. This rerouting could pose safety problems for school children and elderly residents. Visual impacts result because the aerial structure will be out of scale with adjacent buildings and the visual proximity of the guideway will invade the privacy of buildings fronting Lankershim.

Long Term Direct and Indirect Operational Impacts

The social consequences of Metro Rail in each of the northern aerial impact corridors should be quite similar. This is because they have similar physical and social characteristics, as well as comparable resident perceptions about the corridor's neighborhoods. In the Lankershim North Aerial Corridor, the issues which were ranked most highly at community meetings were visual appearance, neighborhood stability, and neighborhood atmosphere. The visual appearance of Lankershim Boulevard along the aerial alignments will undergo a dramatic change once the aerial structure is built. (A complete discussion of these visual impacts can be found in the EIS Technical Report on Aesthetics.) Residents living adjacent to Lankershim Boulevard will be those most impacted because the aerial structure will be visible

from their homes. Neighborhood stability will deteriorate if residents perceive the presence of the aerial structure in their neighborhood as sufficiently negative to warrant moving. Neighborhood atmosphere, a component of stability, will also be negatively impacted. The areas directly adjacent to the alignment may become, at least subjectively, more urbanized once the aerial structure is in operation. Many residents at Special Analysis community meetings indicated that they lived in this part of Los Angeles because of its suburban atmosphere. However, noise from transit operations would not adversely affect the community since at no point along its entire length will trains raise the ambient noise levels sufficiently to be considered significant. (See EIS Noise and Vibration Technical Report for a complete discussion.)

In summary, the major, long term, indirect impact of this Metro Rail aerial alignment would be the physical and psychological barrier it presents to residents, pedestrians, and drivers in the corridor. Local residents, particularly special users such as school age youth and seniors, would probably be reluctant to cross the alignment itself or frequent areas close to the alignment. This disruption to their daily patterns would then cause them major hardships. Their activity patterns would then change, resulting in a lower rate of utilization of nearby facilities, services, and retail stores. Auto and bus usage would not significantly change, although pedestrian activity would logically decrease. The Metro Rail alignment is, in itself, unlikely to have a substantial impact on demographic trends within the corridor.

Direct Long Term Displacement Impacts

Construction of an aerial system would require considerable land acquisition along the Lankershim North Aerial Corridor. While no residential units would be displaced, 28 retail facilities, 18 service/office buildings, five restaurants, and one nonprofit facility would need to be relocated. These 52 businesses employ an estimated 132 individuals.

XXII. VINELAND SOUTH AERIAL CORRIDOR (S-3)

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The total population of the Vineland South Aerial Corridor is high compared to other aerial impact corridors. Its population as of 1980 was 7,304 people (see Table XXII-1). The area primarily has multiple family dwellings along Vineland Avenue and single family residences on adjacent side streets. A small number of public-oriented facilities are scattered throughout the station environs.

The corridor's population consists largely of whites, with a small Hispanic minority. Together these two groups comprise 94 percent of the total corridor population. Key informants at the nearby Studio City station environs believe that the Hispanic population has risen slightly within the last ten years. Blacks and Asians together comprise only five percent of the total population. Other minority groups represent less than four percent of the population.

TABLE XXII-1

VINELAND SOUTH AERIAL CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
7,304	10%	84%	2%	3%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

When compared with station environs, the Vineland South Aerial Corridor has a low percentage of elderly residents. However, the 12 percent of the population aged 65 years or older is comparable to the percentage of elderly residents in Los Angeles County. The school age population, those between the ages of 5 and 19, at nine percent is also small. This is the smallest youth population of any Metro Rail aerial alignment. Thus, youth and elderly, the most transit dependent special user age groups comprise only 20 percent of the total population. On the other hand, the baby boom cohort, those aged 25 to 34 years totals 30 percent of the corridor's population, a relatively large proportion.

TABLE XXII-2

VINELAND SOUTH AERIAL CORRIDOR
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
7,304	3%	9%	13%	30%	13%	11%	10%	12%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The size of the average household in the Vineland South Aerial Corridor is 1.7 persons per household, the smallest of all the corridors. Of the 4,304 households in the corridor, 10 percent have family members under 18 years old. This is the lowest percentage of all aerial corridors and closely corresponds to the small youth population of the area.

The composition of households with members under 18 is similar to those of the other alignments. Approximately 60 percent of the households are headed by married couple families, and nearly 30 percent are female headed, no spouse families. Very few households, only about two percent, have five or more members.

TABLE XXII-3

VINELAND SOUTH AERIAL CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
433	61%	7%	27%	4%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

At 15 percent of the total households, elderly households are five percent less than at any other aerial corridor. Of the elderly households in this corridor, nearly half have only one person in residence, while the other half are family households. The

Vineland South Aerial Corridor also has, at three percent, the largest percentage of nonfamily elderly households of the aerial corridors.

TABLE XXII-4

VINELAND SOUTH AERIAL CORRIDOR
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
630	49%	48%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The housing in the Vineland South Aerial Corridor is 75 percent renter occupied, with many of the multiple family dwelling units along Vineland Avenue. Owner occupied dwellings comprise only 20 percent of the corridor's total year round housing units and the remaining five percent of the units are vacant. Owner occupied units are primarily located along the neighborhood streets which intersect Vineland Avenue. At $124,800, these units have a relatively high median value when compared with figures for other aerial corridors. The corridor's median contract rent is $274, the highest of all the corridors. A relatively small percentage of the local population, seven percent, lives in overcrowded units.

TABLE XXII-5

VINELAND SOUTH AERIAL CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
4,514	75%	20%	5%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

Approximately five percent of the residents aged 16 years and older reported a work disability. This aerial corridor has one of the lowest incidences (three percent) of public transportation disability of all station environs and aerial corridors.

TABLE XXII-6

DISABILITY STATUS OF VINELAND SOUTH AERIAL CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	% of Pop. With Work Disability	% of Pop. With Transit Disability
6,424	5.0%	2.8%

Source: Census of Population and Housing, 1980. Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

Given the relatively high median income value and contract rent, one would expect this corridor to have a high level of income. The 1980 census data upholds this prediction, showing median family income to be $20,129 per year and mean family income to be $27,056 per year. This is among the highest income levels of all station environs and aerial corridors. In addition, the 1980 census shows one of the highest vehicle access rates for this corridor when compared to all station environs and other aerial corridors. Roughly 92 percent of the corridor's households have access to a motor vehicle on a regular basis.

Summary of Existing and Possible Future Demographic Conditions

The predominantely white population of the Vineland South Aerial Corridor can be characterized as largely young and childless. The small household size suggests that many singles live in the area. The small number of transit dependent people, those aged 5 to 19 and those 65 and over, is similar to that at other aerial corridors. Housing and rental prices are relatively high and are likely to remain high if the area does not experience rapid change in the near future. If this change does not appear, the area will probably maintain its present ethnic mix, although the percentage of middle income Hispanics may increase. For this to happen, new housing stock will need to be built as Hispanics continue to migrate westward from the east to San Fernando Valley. If this combination of events does occur, the school age cohort, ages 5-19, is likely to increese as a result of the typically higher fertility rate among Hispanics. This, in turn, will place a higher demand on youth-oriented services, including schools and transit.

Land uses are likely to remain constant, with residential infill on presently undeveloped parcels. Residential development is likely to take the form of condominium units catering to the young, single, professional population which currently makes up a large portion of the population.

Public Facilities

Public facilities in the Vineland South Aerial Corridor are relatively scarce, with five public/institutional facilities, five social/cultural facilities, and two parks/open space areas. There is an SCRTD park and ride facility at Ventura Boulevard near Cahuenga Boulevard, south of the Hollywood Freeway. North Weddington Park and South Weddington Park are partially located in the corridor. There are three schools in this corridor: Rio Vista Elementary, the East Valley School, and St. Charles Catholic School. Several churches are located throughout the corridor, including St. Charles Catholic Church, a large regional church. A large semi-private commercial tennis and racquetball facility, located near the station site at Vineland Avenue and Ventura Boulevard, offers active recreational opportunities.

Corridor Quality Indicators

Community perceptions for this corridor have been extrapolated from the North Hollywood Special Analysis meetings, the North Hollywood Special Analysis Citizens Committee Final Draft Report, and key informants interviewed in the Studio City station environs. Resident perceptions related to Metro Rail construction and operation fall into two categories. First, residents identified the positive attributes of their communities or the region and those they were interested in preserving and protecting from possible negative impacts of Metro Rail. Second, residents noted the negative characteristics of their communities or the region and sought to use Metro Rail to improve their area.

The Special Analysis Citizens Committee of Forty ranked local goals and objectives, in order of importance. Objectives related to community preservation received the highest rankings. They included concern over Metro Rail's negative impacts on the area's parks, historic sites, community aesthetics, land use, cleanliness, traffic congestion, schools, and churches. Special concerns included preservation of ambient noise levels, property values, and safety for children and the elderly. Many objectives relating to the use of Metro Rail to improve the area were included within the Special Alternatives Analysis Final Draft Report. They included community revitalization, enhancement of local mobility, access to community centers, proximity to employment opportunities, and development of new residential units. These objectives were, in general, considered to be less important than the preservation objectives discussed above. Key informants within the Studio City station environs thought that local residents chose to live in this area because of its neighborhood atmosphere and its close proximity to freeways.

The observations of key informants in the adjacent station environs closely resembled the findings of the North Hollywood Citizens Committee. In conclusion, it is reasonable to assume that residents choose to live in this corridor for the following reasons:

- It has reasonably priced housing.
- It has a quiet and safe residential atmosphere.

- o It has ample local facilities and services.

- o It has easy access to regional facilities and services.

The major community improvement concerns of corridor residents are the need for revitalization and for additional residential units.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The construction of the aerial alignment itself will be completed in three stages: first, the construction of foundations; second, the erection of piers and bent fames; and third, the placement of precast box beams or T-beams. The most disruptive phases of construction in the corridor neighborhoods will be foundation construction and pier casting, though all three construction phases will diminish access to local facilities and disrupt community life.

Portal to Studio City Station. Construction at the portal, where Metro Rail would emerge from the Hollywood Hills, will involve all three of the above construction phases, as well as the demolition of existing structures and the removal of excavated materials from the portal exit point. Diminished access to local facilities will result during muck hauling and the moving of construction equipment. The construction of the aerial structure may close adjacent sidewalks along Ventura Boulevard for a time, limiting pedestrian access to nearby commercial establishments. These closures will pose temporary difficulties for the few pedestrians who use the area.

A temporary disruption of community life will occur for the residents of lower Regal Place, between the portal point and the station. Muck hauling will require the entering and exiting of dump trucks in the construction area. Pile driving or drilling for the aerial alignment's foundations will create noise and possibly vibration impacts for adjacent residences and commercial establishments. Pier casting and box beam or T-beam lifting and launching will create both noise and visual impacts inconsistent with the neighborhood atmosphere, a prime reason residents choose to live in parts of this area.

Studio City Station to Camarillo Street. Construction along the central portion of Vineland Avenue will involve the three construction phases previously identified. Diminished access to local facilities will result because pedestrians and drivers may perceive construction as a physical and psychological barrier. Pedestrians and drivers may then be reluctant or unable to cross Vineland Avenue at the points where construction occurs on the thoroughfare.

The disruption of community life will take the form of adverse noise, traffic and visual impacts. If foundations are pile driven, severe noise impacts will occur for residents of Vineland Avenue and Bluffside Drive. The proximity of construction to the dwelling units along Bluffside Drive will result in decibel levels above the current ambient levels. Vibration may also affect structures adjacent to the alignment during the pile driving phase at the beginning of the construction. Traffic will be impaired as road lanes are temporarily closed for on-street construction. These short term closures should not be confused with the permanent closure of at least one lane to support the aerial structure. This short term closure could force drivers

to use neighborhood side streets to avoid congestion, particularly during peak hours. The corridor streets most likely to receive this traffic spillover during construction will be Lankershim and Burbank Boulevards. This informal rerouting could pose safety problems for the children and elderly residents of the corridor. Construction structures and machinery create a visual image inconsistent and out of character with the surrounding area.

Long Term Direct and Indirect Operational Impacts

The social consequences of Metro Rail along all of the southern aerial alignments will be similar because of the comparability of the neighborhood's physical and social aspects, as well as the residents' perceptions about their neighborhoods. Issues which ranked highly at North Hollywood community meetings include visual appearance, neighborhood stability, and neighborhood atmosphere.

Residents living along Vineland Avenue will be the most visually impacted because the alignment will be visible from their homes and offer a stark contrast to the surrounding residential areas. Neighborhood stability will be negatively impacted if residents perceive the aerial structure as sufficiently negative to warrant moving from the area. Neighborhood atmosphere, a component of neighborhood stability, will also be negatively impacted. The area directly adjacent to the alignment may be perceived as more urbanized once the aerial structure is completed. Many residents at community meetings suggested that a reason for living in the general area was its suburban atmosphere. The aerial structure is, however, unlikely to affect neighborhood atmosphere on streets other than Vineland Avenue.

The major long term indirect impact of the alignment is likely to be the physical and psychological barrier presented by the completed aerial structure. Residents, particularly youths and seniors, with sight, hearing, and mobility impairments, may be reluctant to cross the alignment or to use nearby areas. This would cause them personal hardship. Activity patterns would also change if the aerial structure were perceived as a barrier and deterred residents from using facilities, services, or retail concerns. Auto and bus usage would remain almost unchanged, but pedestrian activity would undoubtedly decrease, except near the Metro Rail station. The Metro Rail aerial structure is unlikely to have substantial impact on existing demographic trends within the aerial corridor.

Direct Long Term Displacement Impacts

The main area of displacement in the Vineland South Aerial Corridor is at Cahuenga Boulevard, south of the Hollywood Freeway and below the hillside where the portal is situated. Seven commercial establishments (five service/office buildings, one restaurant, and an industrial structure) will be displaced. These establishments, employing about 40 individuals, include a restaurant, and several motion picture and television-related businesses, a production company, an editing facility, a talent agency, and the offices of Screen Extras Guild. One single family residential unit will be displaced just below the portal.

XXIII. VINELAND NORTH AERIAL CORRIDOR (N-5)

BASELINE CONDITIONS

Total Population and Ethnic Distribution

The population at the Vineland North Aerial Corridor is small because of the corridor's short length. The 4,285 local residents live in a mixture of single and multiple family dwellings. A substantial number of residential units are located just outside the corridor's boundary, mainly to the west and north.

Considering the short alignment length, the corridor population is surprisingly large. Hispanics, at 24 percent of the total population are the largest minority group. Whites comprise 67 percent of the population, while Blacks and Asians together represent seven percent. The key informants at the nearby Vineland/Magnolia station environs report that the Hispanic population has grown substantially within the last ten years.

TABLE XXIII-1

VINELAND NORTH AERIAL CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
4,285	24%	67%	3%	4%	1%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

The Vineland North Aerial Corridor has a relatively low percentage of elderly residents in comparison to the Metro Rail station environs. The school age population, those between ages 5-19, is approximately 15 percent of the corridor population. This age group is 32 percent Hispanic, substantially more than among seniors, and reflects recent immigration by younger minority families as a result of political and economic conditions in Mexico and Central America. Together the youth and elderly age groups, both of whom are transit dependent, represent 27 percent of the total population. The baby boom age, those 25 to 34, are the next largest age group, totalling 25 percent of the population.

TABLE XXIII-2

VINELAND NORTH AERIAL CORRIDOR
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
4,285	6%	15%	12%	25%	12%	10	8%	12%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The average household size in the Vineland North Aerial Corridor is 1.9 persons per household. Twenty percent of the 2,224 households in the corridor have family members under 18 years olds. The composition of these households is similar among all the northern aerial impact corridors: 59 percent are married couple families and 30 percent are female headed, no spouse families. Six percent of the households have five or more members.

TABLE XXIII-3

VINELAND NORTH AERIAL CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
443	59%	9%	30%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

As mentioned earlier, there is a relatively low percentage of elderly households in the impact corridor (21 percent). Of the elderly households, 62 percent consist of one person, while 35 percent are families.

TABLE XXIII-4

VINELAND NORTH AERIAL CORRIDOR
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
457	62%	35%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The housing in the Vineland North Aerial Corridor is similar to other northern corridors with 77 percent of the dwelling units renter occupied and 18 percent owner occupied. This reflects the large number of multiple family dwelling units in the corridor Rented units are relatively inexpensive. The average contract rent in the 1980 census was $232. Median owner occupied home value is $90,100, also low in comparison. The vacancy rate is five percent, while overcrowding is high. Twenty percent of all residents live in overcrowded housing.

TABLE XXIII-5

VINELAND NORTH AERIAL CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Renter Occupied	Owner Occupied	Vacant[1]
77%	18%	5%

Source: Census af Populatian and Hausing, 1980.
Census reports STF-1, R18-55 by Sauthern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

The proportion of residents aged 16 years and older who reported a disability which limited the type or amount of work which they could perform is roughly comparable to the proportions found in other corridors and station environs. The incidence of transportation disability in this corridor is also similar to the incidence in the majority of the station environs and other aerial alignments.

TABLE XXIII-6

DISABILITY STATUS OF VINELAND NORTH AERIAL CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	% of Pop. With Work Disability	% of Pop. With Transit Disability
3,620	6.2%	4.3%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

The average income for residents in the aerial corridor is in the low to moderate range. The 1980 census shows median family income to be $15,033 per year and mean family income to be $17,462 per year. In the majority of the downtown and Wilshire Boulevard station environs income level was positively correlated to the rate of vehicle access. However, this pattern has not appeared in any of the aerial impact corridors. In this particular alignment, 85 percent of the households had regular access to an automobile according to estimates taken from the census data. This is a high figure, especially when compared to the low income figures.

Summary of Existing and Possible Future Demographic Conditions

The population of the Vineland North Aerial Corridor is predominantly white, although o growing Hispanic community already totals about 25 percent of the population. The distribution of oge cohorts is spread evenly, with large percentages of school age youths and of young adults living in the area. One-third of the youth population is Hispanic. In contrast, nearly 90 percent of the elderly are whites. Rental costs and housing prices are low, reflecting the low incomes of the corridor. Under the No Project Alternative the area will, in oll certainty, continue present demographic trends such as the incremental growth of the local Hispanic minority. Commercial enterprises ond public facilities will probably orient themselves to this demographic trend, as well as reloted ones such os increases in the school oge cohort.

The CRA's North Hollywood project, which overlaps with the impact corridors will be a factor affecting the corridor's present ethnic mix. With the CRA project, the local elderly population will increase because of the large number of new housing units designated for the elderly as part of the redevelopment project. Condominiums will probably be purchased by young professionals and managers. Commercial enterprises and facilities will then orient their services to suit this population.

Public Facilities

There are four churches located in this impact corridor. They are all within a block of Lankershim Boulevard between Magnolia and Camarillo Streets. Two cultural centers on Vineland Avenue. Medical services are available at the health clinic located at Lankershim Boulevard and Magnolia Street. There is also a social service center located at the corner of Vineland Avenue and Morrison Street.

Corridor Quality Indicators

Community perceptions of residents in this corridor have been extrapolated from the North Hollywood Special Analysis meetings, the North Hollywood Special Analysis Citizens Committee Final Draft Report, and key informant interviews from the Lankershim station environs. The issues which emerged fall into two major categories. One category relates to the preservation of existing neighborhood conditions, the second major category relates to the use of Metro Rail to promote positive changes in the station and corridor areas. The first category corresponds to those neighborhood characteristics which residents feel are important. They help explain why residents have chosen to live in the corridor area. The second category articulated at community meetings corresponds to negative neighborhood characteristics which local residents would like to see changed.

The Citizens Committee ranked their goals and objectives to determine their relative importance. The preservation objectives which received the highest ranking focused on the minimization of negative Metro Rail impacts on parks, historic sites, community aesthetics, land use, cleanliness, traffic congestion, schools, and churches. Other high scoring categories were the preservation of ambient noise levels, property values, and safety for children and the elderly. According to the Special Alternatives Analysis Final Draft Report, the community characteristics which residents want improved are general deterioration, restricted local mobility, poor access to community and employment centers, and insufficient housing. Objectives related to remedying these situations were generally weighted less than the previously identified preservation objectives. The key informants from the Vineland/Magnolia station environs thought that local residents lived in this area because housing was inexpensive, local facilities and services were sufficient, and freeways were close by. The key informants perceptions were close to those stated at the community meetings.

In summary, residents live in the Vineland North Aerial Corridor because it has the following qualities:

- The corridor is a reasonably priced, quiet, and safe residential area.
- The corridor has sufficient local facilities and services.
- These facilities and services are readily accessible.

The corridor's negative qualities include the following:

- o The corridor has deteriorated and requires revitalization.
- o The number af housing units in the corridor is insufficient and needs to be increased.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The construction of the aerial alignment will be completed in three successive phases: the construction of foundations, the erection of piers and bent frames, and the placement of precast box beams or T-beams. The most disruptive construction phases within the Vineland North Aerial Corridor will be foundation construction and pier casting, although all phases will diminish access to local facilities and disrupt community life. These canstruction impacts will cause particular difficulties for residents who live on the east side af Vineland Avenue and who attempt to reach shops on Lankershim Boulevard.

The disruption of life in the corridor will take the form of noise, traffic, and visual impacts. The noise impacts will be experienced by the residents who live adjacent to the alignment. Their situation will be worse when foundations piles are driven. Vibratian will also affect adjacent structures during this pile driving phase. The flow of local and through traffic will be impaired when traffic lanes are closed during the construction period. Closed or impeded lanes will encourage drivers to use other streets to avaid constructian congestion on Vineland Avenue. The thoroughfares receiving most of this overflow traffic will probably be Cahuenga Boulevard, Lankershim Boulevard, and Tujunga Avenue. If neighborhood streets are affected, potential safety problems will emerge for children and the elderly. Visual impacts will result in the areas closest to the aerial structure. Here the visual and scale contrasts with adjacent structures are most severe, and the violation of visual privacy from passing trains is possible.

Long Term Direct and Indirect Operational Impacts

The social consequences of Metro Rail in each of the northern aerial impact corridors will be comparable. This is because they have similar physical and social characteristics and because residents have similar perceptions of their neighborhoods. In the Vineland North Aerial Corridor the issues identified as mast significant relate to appearance, neighborhood stability, and neighborhood atmosphere. These correspond ta valued community characteristics. Visual appearances along the aerial alignment will be dramatically changed. Residents living along Vineland Avenue would be the most visually impacted by the alignment of the aerial structure because it would be visible from their homes. Neighborhood stability will suffer slightly if some residents perceive the aerial structure as so negative that they decide to move from the area. Neighborhood atmosphere will also be negatively impacted. The area directly adjacent to the alignment may become, at least subjectively, more urbanized once the aerial alignment is operational. It would then clash with community values because many residents at Special Alternatives Analysis meetings indicated they lived in this area because af its suburban atmosphere. Other than on Vineland Avenue, however, the aerial structure is

unlikely to degrade the neighborhood's atmosphere. Noise from transit operations will not raise the ambient noise level enough to be considered significant, so this aspect of neighborhood atmosphere will remain unchanged.

The major long term, indirect social impacts of the Metro Rail aerial alignment will be the physical and psychological barriers it presents to residents, drivers, and others who frequent the corridor. Residents, particularly children, youths, and seniors would be most affected because they would be reluctant to cross congested streets or use areas close to the aerial structure. As a result, they would experience significant hardship. The activity patterns of residents would then change, resulting in a lower utilization rate of local facilities, services, and retail stores. Auto and bus usage would not be changed seriously, although pedestrian activity would undoubtedly decline. This Metro Rail aerial alignment is unlikely to have a substantial impact on the demographic trends of the impact corridor.

Direct Long Term Displacement Impacts

On the east side of Vineland Avenue, an aerial rail system would displace 24 commercial establishments of various types including retail stores, repair shops, a private counseling center, and a small, labor intensive garment factory. Alsa of note is the Corita Kent Gallery located just south of Hartsock Street. Together, these establishments employ an estimated 115 workers. Two single family dwellings along this corridor would also need to be acquired.

XXIV. VINELAND/CHANDLER AERIAL CORRIDOR (N-1)

BASELINE CONDITIONS

Total Population and Ethnic Distributions

The total population in the Vineland/Chandler Aerial Corridor is 5,839, which is high when compared ta the alternative Metra Rail aerial corridors. Land uses include mixed single and multiple family dwellings, set alangside scattered industrial uses at the northern end of the impact corridor. A substantial number af public facilities are concentrated west and south of the alignment. The corridor is immediately adjacent to the North Hollywood praject area of the Community Redevelopment Agency.

There are two majar ethnic groups in the impact corridor, Hispanics comprising 29 percent af the corridor population and whites comprising 64 percent. Together these two groups make up 93 percent of the population in the corridor. The Hispanic community has grown substantially during the last decade. In fact this corridor has the highest percentage of Hispanics among the northern aerial corridors.

TABLE XXIV-1

VINELAND/CHANDLER AERIAL CORRIDOR
POPULATION BY ETHNICITY[1]

Population	Hispanic	White	Black	Asian and Amer. Indian	Other
5,839	29%	64%	3%	3%	2%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Percentages may not add up to 100% due to rounding errors.

Age Structure

There is a relatively low percentage of elderly residents in the Vineland/Chandler Aerial Corridor, especially when compared with the station environs and other impact corridors. The older, residents of the area are predominantly white and the younger newcomers to the area are nonwhite.

The school-aged youth population (ages 5 to 19 years) constitute 16 percent of the corridor's population. This is considerably higher than the other northern Metro Rail aerial corridors. School aged youth and elderly, two of the transit dependent special user groups, comprise 28 percent of the tatal population in the impact area. The baby boom cohort, those aged 25-34 years, are the second largest group in the area, comprising 25 percent of the total.

TABLE XXIV-2

VINELAND/CHANDLER AERIAL CORRIDOR
AGE STRUCTURE

Population	0-4	5-19	20-24	25-34	35-44	45-54	55-64	65+
5,839	7%	16%	13%	25%	11%	8%	8%	12%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Household Type and Size

The average household size in the Vineland/Chandler Aerial Corridor is relatively large, 2 persons per household. In the corridor, 22 percent of the 2,917 households have family members 18 years of age or younger. The figure is consistent with the high percent of youth in the corridor discussed above, and is the highest percentage of all the northern alignment alternatives. The percentage of married couple households with children under 18 is 59 percent. This is comparable to those of other aerial corridors. Twenty-nine percent of the households are single-parent, female-headed families. Households with five or more members comprise six percent of the population, and is the highest of the northern alignments. This suggests that a large percentage of the corridor's households have, at least, several children.

TABLE XXIV-3

VINELAND/CHANDLER AERIAL CORRIDOR
HOUSEHOLD TYPE

Total Households With Members Under 18	Married Couple Family	Male Head No Spouse Family	Female Head No Spouse Family	Nonfamily Households
637	59%	9%	29%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

Elderly Households

There is a relatively low percentage of elderly households in the Vineland/Chandler Aerial Corridor. Sixty percent of the elderly households are one person households. A relatively large percentage of elderly residents, 37 percent, live in family households, when compared to the alternative aerial corridors.

TABLE XXIV-4

VINELAND/CHANDLER AERIAL CORRIDOR
ELDERLY HOUSEHOLD TYPE[1]

Total Elderly Households	One Person Households	Family Households	Nonfamily Households
592	60%	37%	3%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Elderly refers to residents 65 years and older.

Housing Characteristics

The housing found in Vineland/Chandler Aerial Corridor is similar to those in the other alternative northern alignments. Seventy-eight percent of the dwelling units are renter occupied and 16 percent of the dwelling units are owner occupied. This ratio reflects the large number of multiple family dwelling units in the area. Rental units here are relatively inexpensive, at a median monthly contract rent of $228, and correspond to the area's relatively low personal income. The median owner occupied home value of $87,300 is also low. The vacancy rate at 5.5 percent and the overcrowding rate of 23 percent are the highest of all the northern alignment alternatives.

TABLE XXIV-5

VINELAND/CHANDLER AERIAL CORRIDOR
YEAR ROUND HOUSING BY TENURE AND VACANCY

Housing Units	Renter Occupied	Owner Occupied	Vacant[1]
3,089	78%	16%	6%

Source: Census of Population and Housing, 1980.
Census reports STF-1, R18-55 by Southern California Association of Governments.

[1]Vacant includes the census categories of Vacant-for-rent, Vacant-for-sale, and Other.

Disability Status of Residents Aged 16 Years and Older

The percentage of residents in this aerial corridor aged 16 years and over with a work disability or public transit disability is roughly comparable to the other station environs and corridors.

TABLE XXIV-6

DISABILITY STATUS OF VINELAND/CHANDLER AERIAL CORRIDOR RESIDENTS AGED OLDER THAN 16[1]

Total Population	% of Pop. With Work Disability	% of Pop. With Transit Disability
4,676	6.4%	4.2%

Source: Census of Population and Housing, 1980.
Data report STF-3, R166 by Southern California Association of Governments.

[1]Work disability is only reported for the population aged 16 to 64 because this is presumed to be the working age by the Bureau of the Census.

Additional Demographic Characteristics

Recent 1980 census data support the impression that this alignment is a low to moderate income area. The data show median family income to be $14,503 per year and mean family income to be $16,856 per year. These figures are somewhat lower than the averages reported for most of the other corridors and station environs. The modest income level of this impact corridor is not indicative of a correspondingly modest proportion of households with access to a car. Approximately 84 percent of the households in this impact corridor have access to an automobile on a regular basis. This percentage is high compared to the percentages of the station environs in the downtown and along the Wilshire Corridor.

Summary of Existing and Possible Future Demographic Conditions

The population of the Vineland/Chandler Aerial Corridor is predominantly white, although the large and increasing Hispanic minority has reached nearly one-third of the local population and is still increasing. Age distribution is relatively balanced, with a large youth and young adult population. One-half of the youth population is Hispanic, the result of the recent inmigration of young families to the corridor. Nearly 90 percent of the elderly are whites, suggesting a future change in the neighborhood when elderly residents are relaced by younger nonwhites. Rental and housing prices are low, as are family incomes in the corridor. If present trends were to continue, Hispanic population will continue to increase. Commercial enterprises and public facilities will gradually orient themselves to this demographic change.

The CRA project will probably retard this ethnic transformation. With the project, the elderly population would increase, given the large number of new units designated for elderly residents within the CRA project. New condominiums will probably be purchased by young, professional whites and Hispanics.

Public Facilities

A great many of the services and facilities in North Hollywood are in this aerial corridor. These include a library, senior center, and community recreation center, located along Tujunga Avenue, north of Magnolia Boulevard. Other public/institutional facilities include a branch of the state Employment Development Department, an elementary school, a telephone compony office, a fire station, and a post office. There are also approximtely a half dozen churches in this corridor, one of which maintains a school. Health care facilities include a branch of the Health Services Department and a free clinic. Cultural facilities include a theater company and an art gallery. Altogether, there are seven public/institutional facilities, 11 social/cultural facilities, three health care facilities, and two parks/open space areas.

Corridor Quality Indicators

The Vineland/Chandler Aerial Corridor is the area one-quarter mile on either side of Vineland Avenue and Chandler Boulevard, between Camarillo Street and the North Hollywood Station. Community perceptions of this corridor have been extrapolated from the North Hollywood Special Analysis Meetings, the North Hollywood Special Analysis Citizens Committee Final Draft Report, and key informant interviews at the Lankershim station environs. Community perceptions fall into two broad categories. The first are goals and objectives related to the preservation of existing conditions or the minimization of Metro Rail's possible negative impacts. The second category are those objectives which promote specific types of revitalization in local areas.

The first category reveals those neighborhood characteristics which residents feel are important and which help explain why they enjoy living in this corridor. The second category reveals negative characteristics of local neighborhoods as viewed by residents and which they would like to see changed. Weights were generated by the Special Alternative Analysis Committee of Forty to rank their goals and objectives. The preservation objectives which received the highest ranking were the minimization of Metro Rail's negative impacts on parks, historic sites, community aesthetics, land uses, cleanliness, traffic congestion, schools, and churches and synagogues. Special emphasis was placed on the preservation of ambient noise levels, property values, and safety for children and the elderly. In this analysis, all of these characteristics are assumed to be highly valued community characteristics. Characteristics relating to change and which were included with the Special Alternatives Analysis Final Draft Report included a general desire for community revitalization, and more specifically the improvement of local mobility, access to local community centers and regional employment opportunities, and development of new residential units. These objectives were, in general, weighted lower than preservation issues. They are assumed to represent negatively valued community characteristics.

Key informants from the Chandler station environs thought the reasons why local residents live in this area were inexpensive housing, ample local facilities and services, and proximity to freeways. The key informants' perceptions correspond to

the characteristics which emerged from the community meetings, and the two corroborate each other.

In conclusion, it is reasonable to assume that residents are drawn to the corridor because of the following qualities:

- o The corridor has a reasonably priced, quiet and safe residential atmosphere.
- o The corridor has sufficient local facilities and services.
- o The corridor has good accessibility to these facilities and services, as well as those out of the corridor.

Negative qualities perceived by local residents are assumed to be the following:

- o The need for community revitalization.
- o The need to build new residential units in order to improve the quality and quantity of local housing.

IMPACT ASSESSMENT

Direct Short Term Construction Impacts

The construction of the aerial alignment will be completed in three successive phases: the construction of foundations, the erection of piers and bent frames, and the placement of precast box beams or T-beams. The most disruptive construction phases within the corridor's neighborhoods will be foundation construction and pier casting, although all three phases will cause some reduction of access to local facilities and disruption of the patterns of community life.

Pedestrians and drivers will perceive both physical and psychological barriers stemming from construction and either completely avoid or temporarily detour the construction area. For example, pedestrians and drivers attempting to access downtown North Hollywood from the north and east may be both reluctant and unable to cross the construction zone during specific building phases. This will cause personal difficulty, especially for seniors attempting to utilize social services, such as the senior center, as well as for children and young people attempting to reach schools in the aerial corridor.

The various disruptions to community life will take the form of noise, traffic, and visual impacts. The noise impacts will be primarily experienced by residents living adjacent to the alignment, especially along Vineland Avenue. The situation will be more acute if foundations are pile driven. In this case, vibrations resulting from pile driving will also affect adjacent structures. Through and local traffic will be impeded when traffic lanes are temporarily closed to construct the aerial structures. Blocked lanes may force drivers to use other arterials, as well as improvise detours on neighborhood side streets. The streets which will probably receive most of this spillover traffic are Lankershim, Burbank, and Magnolia Boulevards. This formal and informal rerouting could pose a safety problem for many of the children and seniors who either reside or walk through the corridor. The visual impacts will be most pronounced in residential areas adjacent to Vineland

Avenue. The construction will pose a major visual contrast for residents of these neighborhoods.

Long Term Direct and Indirect Operational Impacts

The social and community consequences of Metro Rail in the northern aerial impact corridors will be quite similar. This is because the corridors have comparable physical and social characteristics, and the residents' have similar perceptions about their neighborhood. Issues which were weighted the most highly at community meetings and which are indicative of valued characteristics include visual appearance, neighborhood stability, and neighborhood atmosphere.

The visual appearance of the route where the aerial structures will be placed will undergo a dramatic change. Residents living along Vineland Avenue, and to a lesser extent Chandler Boulevard, will be the most impacted because the elevated structure will be in close proximity to their homes; thereby, intruding upon their visual privacy. Neighborhood stability would be slightly degraded if residents perceived the aerial structure as a sufficiently negative intrusian to warrant their moving from the area. Neighborhood atmosphere, a component of stability, will also be negatively impacted. The areas directly adjacent to the alignment may be perceived as qualitatively more urbanized than before the aerial structure was built. Many residents at community meetings reported that one reason they lived in this area was its suburban atmosphere. While this atmosphere would be eroded, it is unlikely neighborhood atmosphere of streets other than Vineland would be significantly affected. Noise from aerial transit operation may also affect residents living directly adjacent to the aerial structures; however, sites where excessive noise levels may be experienced have been identified and additional mitigation measures recommended.

The major long term indirect impact of the aerial alignment will probably take the form of physical and psychological barriers. Residents, particularly, the handicapped, the young, and the elderly, all transit dependent special user groups, may be reluctant to cross the alignment or use nearby areas because of the intimidating presence of the aerial structure. The resulting change in their activity patterns would cause these special user groups hardship. Activity patterns of others would also change resulting in a lower utilization rate for local facilities and services, as well as retail stores. Auta and bus usage would not be seriously changed, but pedestrian activity would probably decrease. The Metro Rail alignment is unlikely to substantially alter existing or future demographic trends within the area.

Direct Long Term Displacement Impacts

Displacement in the Vineland/Chandler Aerial Corridor would occur on Weddingtan Street, McCormick Street, and Chandler Boulevard between Lankershim Baulevard on the west and Vineland Avenue to the east. In this corridor, displacement would be greatest where the aerial alignment bends from Vineland Avenue towards the station at Chandler and Lankershim and where transit parking facilities are proposed, just east of Lankershim Boulevard. Displacement at Magnolia Boulevard would affect three residential units, a Trailways bus depot (counted as a facility), a pizza restaurant, and a municipal parking lot. At the northwest corner af Magnalia and Vineland, a silkscreen factory would be displaced by the aerial alignment. Along Weddington Street, the alignment would displace one single family residence and two commercial establishments. Transit parking would displace four residential units and four commercial establishments: a photo lab, a carpet store, and two film

production companies. Displacement an Chandler Boulevard would involve approximately eight industrial and commercial firms, including a glass concern, a lighting firm, a wholesale grocer, and several light manufacturing plants. In total, 16 commercial and service establishments, employing approximately 185 workers; four single family units; and four multiple family units would need to be acquired.

APPENDICES

APPENDIX A-1

SOCIAL IMPACT ASSESSMENT CONCEPTS AND METHODOLOGY

Introduction

Much of the literature on analytic methods used in determining the social impacts of mass transit projects is derived from the approaches transportation planners have used to estimate the social effect of federally funded highway system on local neighborhoods (Voorhees and Associates, 1979; Department of Transportation, 1975). There are few direct precedents for the assessment of the social impacts of mass transit system because of the near absence of mass transit projects initiated in the United States since the passage of the National Environment Policy Act in 1969. It is this legislation which established the requirement of Environmental Impact Studies. However, a large environmental study of the Bay Area Rapid Transit (BART) System has given transportation planners a device through which the actual environmental impacts of a major mass transit system could be assessed. In Chapter II of this report, The Planning Group presents the impact measures it derived from UMTA guidelines and related documents for the social impact assessment of mass transit projects. The two general impact categories are those which are direct, short term impacts resulting from construction and indirect, long term impacts resulting from system operations. The measures for both of these are divided between neighborhood quality and neighborhood stability. The following discussion describes these two concepts in greater detail and documents how they have been used to anticipate Metro Rail's social impacts in station environs and in aerial corridors.

Neighborhood Quality

Neighborhood quality incorporates, first, all identifiable neighborhood characteristics which the residents of a finite area value and (presumably) want to preserve. It also includes those characteristics they dislike and presumably would like to change. Secondly, neighborhood quality includes the existing social activity patterns of those residents who live near station locations and which provide a basis for neighborhood stability. Information on these activity patterns has been obtained by asking residents about their secondary relationships, how they travel and where they go for restaurants, shops, parks, movies, social services, schools, and religious services. Another aspect of social activity patterns is the residents' primary relationships, to what extent they have neighborhood friendship and kinship ties.

In summary, neighborhood quality includes those neighborhood characteristics which either residents positively or negatively value. And, it includes the social activity patterns of station area residents which correspond to primary and secondary social relations.

In the next stage of the analysis future neighborhood quality is estimated by examining demographic and land use trends extrapolated from census data and local interviews. These suggest how valued neighborhood characteristics or activity patterns may be altered. These adjusted neighborhood quality indicators will help us construct an anticipated social baseline against which the short term construction impact and long term operational impacts of the transit system can be measured. More specifically, a neighborhood quality baseline for each station environs or impact corridor will help determine whether Metro Rail will cause land uses and neighborhood character to later change in the vicinity of the proposed station

locations; whether it will increase levels of traffic or parking and disrupt community life; whether it will reduce access to local facilities and whether it will affect the accessibility of transit dependent special user groups (Voorhees and Associates, 1979). By estimating the ongoing short term and long term trends without a mass transit system (i.e., the No Project Alternative), we can subsequently develop much more accurate estimates of the extent of the likelihood of social impacts caused by a mass transit system.

The first task in constructing these neighborhood quality baselines was to define the boundaries of the potentially impacted station neighborhood. The second task was to determine the socio-demographic characteristics of the residents living in these boundaries. For the first task there are a wide variety of existing measurement techniques to individually determine the boundaries of a study neighborhood (Department of Transportation, 1975). These techniques, however, are time consuming, costly, and could restrict interstation comparability. We, therefore, derived the following approach to the question. To be consistent with some of the work of other project consultants, especially those examining land use and joint development issues, The Planning Group first collected secondary socio-demographic and land use data from study areas determined by Sedway/Cooke and labelled them station environs. It is defined as the area enclosed within a half mile radius of a staton site. The "Summary Tape File One" (STF-1) of the 1980 Census of Population and Housing (U.S. Bureau of the Census, 1980) was the primary source for these demographic statistics, although disability, income, and automobile access data came from "Summary Tape File Three" (STF-3).

In addition, primary data was gathered from key informants and residents of station environs. As mentioned above, they provided information on neighborhood, social activity patterns, neighborhood characteristics, and neighborhood trends. Since relatively small numbers of key informants and residents were used to construct these neighborhood quality baselines, the primary data were analyzed with greot care. The demographic data supplied by each neighborhood respondent were used only when it was consistent with other local responses variables collected from local respondents. These variables included median neighborhood income, regular household access to an automobile, and the presence of special user groups. (See Appendix B-1 and B-2 for survey instruments.) Respondents were also queried about demographic and development trends which have emerged in their neighbarhoods in the last decade since this data could not be extrapolated from the 1980 census data alone.

In summary, to develop a neighborhood quality social baseline for each of the station environs, we first examined the existing socio-demographic conditians in the station environs, as well as neighborhood trends. Next, we determined the neighborhood quality baseline (i.e., the social activity patterns and neighborhood values of the people living in the station neighborhoods). The demographic and neighborhood quality baselines became the basis for the impact assessment. We then also attempted to project future changes in light of alternative growth scenarios.

The neighborhood qualities which residents either wanted preserved or remedied became the variables of our assessment. For example, if residents identified ethnic homogeneity as a desirable neighborhood characteristic, we then examined the long term pasitive and negative impacts of the project on ethnic change and ethnic cohesion at this particular station environs. In addition to these case specific concerns, we also examined a standard set of social impact measures at each station area. They were originally devised by Voorhees and Associates for the application of

UMTA guidelines. These Voorhees/UMTA guidelines recommend the use of the following categories to determine the negative or positive social impacts of mass transit projects on local neighborhoods.

- o Character changes in a neighborhood
- o Disruptions to community life stemming from increased traffic congestion
- o Access to residents to local facilities
- o Mobility of special user groups

In most cases these potential changes in neighborhood quality (and in some cases, stability) were indirect. Metro Rail, in and of itself, was not usually a major cause of social changes, rather the long range activities which would occur as a result of the project--specifically new traffic patterns, joint commercial developments, or modified land use patterns--would then induce subsequent social changes in local station neighborhoods. Changes in a particular neighborhood characteristic, such as ethnic homogeneity, became a major measure of long term impacts on neighborhood quality.

Neighborhood Stability

Many of the neighborhood stability measures focused on potential changes in the socio-demographic composition of station neighborhoods. We also used supportive information from the joint development, economic, land use, and traffic analyses to help project demographic shifts which could appear when the system was operational. Other potential measures of neighborhood stability were mobility and selected activity patterns, such as routes and transportation modes within station environs. The focus of each analysis of changes in neighborhood stability, therefore, depended on the particular construction of each station's neighborhood quality baseline from general guidelines and local primary research.

Neighborhood Quality Baseline Methodology

The Planning Group used a number of qualitative methods to construct the neighborhood quality baselines: interviews of key informants, interviews of residents, participant observation, and secondary data on specific land use patterns.

Key Informant Interviews. We identified key informants at each station who had a general overview of the social activity patterns of station environs residents and who could also describe what residents valued about the community. Key informants at each station study area included the police, mailmen, neighborhood watch and homeowner association presidents, convenience store managers and employees (e.g., grocery), public empoyees (e.g., park director), and staff of private and nonprofit organizations (e.g., Community Redevelopment Agency Project Area Citizen Committees). For initial help in identifying these key informants, The Planning Group used SCRTD Metro Rail Community Relations files, contacts from Milestone Review and Special Analysis citizen meetings, individuals who The Planning Group staff personally knew to be familiar with the station environs, and staff from local institutions and facilities. Because of budgetary and time constraints, we interviewed five key informants at each site. (Appendix C identifies these informants.) We did not, however, engage in any primary data collection at the downtown stations environs because they have little or no resident population within

a two block radius of the station, the most vulnerable environmental impact areas according to BART (ex post facto) social impact studies. (Metropolitan Transportation Commission, 1975).

Resident Interviews. These same time and budgetary constraints required us to collect primary interview data on social activities and neighborhood values via a small, purposeful sample of station environs residents. Furthermore, since the BART impact literature indicated that environmental impacts did not extend beyond a two block radius from station sites, we focused our resident interviews on these two block areas. These interviews probed both resident social activity patterns and neighborhood values and provided most of the data for the neighborhood quality baseline. (See Appendix B-1 and B-2.) Where the names and addresses for resident interviews supplied by key informants were not sufficient, contacts made during the Milestone citizen participation process, provided by the Metro Rail Community Relations Department, and, if necessary, randomly chosen from residents living within two blocks of a station location were tapped. In several cases the snow ball technique of having resident respondents (not key informants) offer names of other potential local respondents was used. By using all of these techniques, we were able to enter existing networks of porticularly active and informed local residents. Although such a sampling frame does contain a potential for bias (i.e., socially isolated individuals are under-represented), we introduced a precaution which, in our judgement, ensured an accurate and informed portrait of local conditions. We compared respondents' answers on several key variables, such as ethnicity, to 1980 census data. Answers from respondents whose responses were clearly inaccurate were dropped during our data analysis stage.

Participant Observation. We used standard observation techniques--primarily reports, recorded minutes, and field notes--to formulate community values from views articulated at Special Analysis and Milestone Citizen Participation meetings. This approach helped us determine valued neighborhood characteristics in areas where interviewing was not feasible, such as the long, narrow aerial impact corridors.

Secondary Data Interpretation. To supplement our primary data, we used 1980 census data, station environs land use maps noting facilities and public services, traffic analyses from the Los Angeles City Department of Transportation, and economic and housing data compiled for research on the business and housing joint development potential of station sites. These data assisted us in determining the cumulative, socially significant land use changes and traffic patterns stemming from either construction or the completed subway.

Interviewing Procedure. We developed two variations of the survey instrument to insure that our interviews asked key informants and local residents the same questions. This was necessary to accurately determine neighborhod values and social activity patterns. These interviews were supported by the use of the 400 scale (i.e., one inch equals 400 feet), double line station environs maps mounted on foam core board. The half mile station environs boundaries were indicated by a solid black line. Within these boundaries symbols were mounted for all identified public facilities. These maps have been reproduced in the enclosed report and were also used to spatially orient respondents to their neighborhood. The interviewer then asked the respondents to mark on overlaid tracing paper, the route from their homes to their five most frequently visited locations. Routes for walking and for driving were carefully differentiated. These patterns were used to determine mobility patterns, an important factor in determining neighborhood stability.

In the key informant interviews, the questions focused on whether neighborhood residents used the facilities near the stations and on the most travelled pedestrian and auto routes. In this way we obtained a confirmable graphic picture of the activity patterns of local resident. In addition to these graphic representations of social activity patterns, we also asked residents why they have chosen to live in their neighborhood. Finally, we asked several standard demographic questions. Some of the demographic questions were used as a validity check against census data in order to determine the accuracy of a respondent's knowledge about the local neighborhood.

APPENDIX A-2

METHODOLOGY FOR DETERMINING DISPLACEMENT FIGURES

The displacement figures in each chapter for commercial establishments acquired, employees displaced, residential units acquired, residents displaced, and service/facilities acquired were gathered by means of field reconnaissance. This field work primarily consisted of direct observation of properties scheduled for fee toking, i.e., acquisitions by the Southern California Ropid Transit District (SCRTD) in order to construct Metro Rail.

Properties were initially identified by numbers assigned to affected parcels on county assessor's mops prepared by Metro Rail's Ways ond Structures Department. They were then turned over to The Planning Group's field surveyor who:

- o Identified and physically located each parcel listed for fee taking.
- o Listed the uses of each parcel. When possible, a name and address were listed for each business or facility. For residences an address wos listed.
- o Classified uses as either residential or commercial, with commercial establishments differentiated among retail business, offices, or industrial firms.
- o Identified parking lots as either:
  - Patron parking, non-public lots which are accessible to customers or employees, or
  - Public parking, commercial lots accessible to the public ond counted as commercial enterprises for this analysis.

Estimates of displaced employees were based on field observations. In addition to the numbers of employees actually observed, the field surveyor identified businesses that have more than one workshift. Total employees affected were computed by multiplying the number of observed workers by the estimated number of workshifts. Because these figures are only rough estimates, they should be used in an advisory, not detailed way.

Statistics on displaced residents were computed by first counting the number of residential units to be disploced at each stotion site and multiplying that figure by the "persons per household" which wos derived for eoch station environs from 1980 census dato.

Readers of this data must be cautioned that although every effort was taken to maximize accuracy, these totols, especially disploced employees and displaced residents, are not precise. Research conditions required that data collection be as unobtrusive as possible at this phase of the EIS. This was done to insure the privacy of residents, to minimize disruptions and inconvenience to businesses and their employees and customers, and finolly, to avoid unwarranted alarm over preliminary right-of-way plans.

APPENDIX B-1

STATION NEIGHBORHOOD RESIDENT SURVEY

I.D. _____ Station Location_____

DATE _____ ADDRESS_____

We are conducting a survey to assist the SCRTD plan for the proposed Los Angeles subway. Do you have a few minutes to answer some questions that would be helpful in planning this subway project?

1. What year did you move into this house/apartment? (Circle one)

YEAR _____

(LENGTH OF RESIDENCE____)

IF LESS THAN ONE YEAR ..... ASK 1a.

a. Was your previous residence in this area (Point to map) prior to moving to your present location?

YES . . . 1 (Ask 1b)

NO . . . 2 (Skip to 2)

b. How long did you live in your previous residence?

LENGTH OF RESIDENCE _____

2. Describe what you feel are the most important qualities of this area? (Point to map)

3. Where do you most often to to do the followins? (Ask only if facility is within the half-mile station area.)

FACILITY	a)PLACE	b)TIMES/MONTH	c)MODE
-Shop for food	_____	_____	_____
-Shop for other household item	_____	_____	_____
-Bank	_____	_____	_____
-Laundry	_____	_____	_____
-Work	_____	_____	_____

-Meet with friends	_____	_____	_____
-Meet with relatives	_____	_____	_____
-Church or temple	_____	_____	_____
-School	_____	_____	_____
-Restaurants	_____	_____	_____
-Entertainment	_____	_____	_____
-Recreation	_____	_____	_____
-Medical	_____	_____	_____
-Library	_____	_____	_____
-Senior Citizen Center	_____	_____	_____
-Day Care Center	_____	_____	_____
-Other	_____	_____	_____

d. Are there any other places that you go frequently that we haven't mentioned?

_____ _____

_____ _____

e. Please trace the route you follow from your home to each of these places. (Ask only the five most frequently visited facilities.)

4. Why don't you go to the following? (Mention specific unused facilities on the map.)

Now I'd like to ask you some general questions.

5. Do you own or rent your residence?

OWN 1

RENT 2

6. Do you consider yourself White, Black, Hispanic, Asian or of some other race or ethnic group?

WHITE 1

BLACK 2

HISPANIC 3

ASIAN 4

OTHER_____ . . . 5

7. Do you have a disability or handicap that prevents you from working or allows you to purchase a handicapped bus pass?

YES 1

NO 2

8. Do you have regular access to an auto?

YES 1

NO 2

9. What is your age group?

5 - 17 1

18 - 64 2

65+ 3

10. Finally, I'd like to ask about your family income. Including all sources, (e.g. your earnings, your wife's earnings, dividends, social security payments, alimony payments, interest on savings), in which of these categories was your family's total, before tax, income last year, in 1981?

Less than $5,00 1

$5,000 to $7,499 2

$7,500 to $9,999 3

$10,000 to $14,999 . . . 4

$15,000 to $19,999 . . . 5

$20,000 to $24,999 . . . 6

$25,000 to $34,999 . . . 7

$35,000 to $49,999 . . . 8

$50,000+ 9

11a) During the last decade (for X years if respondent has lived in the neighborhood less than 10 years) what changes have you noticed in your building/block? (Apartment dwellers should be asked about their building.)

b) During this same period what changes have you seen in the neighborhood?

	a) Building or Block	b) Neighborhood
-Income levels?	_____	_____
-Age levels?	_____	_____
-Immigrants or migrants?	_____	_____
-Hispanics?	_____	_____
-Blacks?	_____	_____
-Asians?	_____	_____
-Other important population groups?	_____	_____

12. During this same period, what types of new commercial or residential buildings and projects have you observed in this neighborhood (e.g., fast food outlets, condominiums)?

13. Once the subway is operational, do you think it will accelerate or slow down the different neighborhood changes you have just described to me? (Note: Answers can be categorized as follows:)

a) Age mix:

b) Income mix?

c) Ethnic mix:

d) Residential development trends:

e) Commercial development trends:

APPENDIX B-2

STATION NEIGHBORHOOD KEY INFORMANT SURVEY

Station
Location _____

DATE _____ ORGANIZATION_____
ADDRESS_____ INFORMANT TITLE_____

1. In your opinion have most residents lived in this area for:

   LESS THAN ONE YEAR? 1

   ONE TO THREE YEARS? 2

   THREE OR MORE YEARS?. 3

2. Why do you think people like to live in this neighborhood?

3. Please indicate on this map the streets neighborhood pedestrians most frequently use.

4. Please indicate on this map the streets neighborhood drivers most frequently use.

5. Please indicate on this map the bus routes most frequently used by neighborhood residents.

6. Do you believe neighborhood residents often use the services and facilities located here (point out facilities on map)?

FACILITY	USE
a)_____	yes ... 1 no ... 2
b)_____	yes ... 1 no ... 2
c)_____	yes ... 1 no ... 2
d)_____	yes ... 1 no ... 2
e)_____	yes ... 1 no ... 2
f)_____	yes ... 1 no ... 2
g)_____	yes ... 1 no ... 2
h)_____	yes ... 1 no ... 2

FACILITY	USE
i)_____	yes ... 1 no ... 2
j)_____	yes ... 1 no ... 2

7. If not, why not (reason for each facility)

Facility a:

Facility b:

Facility c:

Facility d:

Facility e:

Facility f:

Facility g:

Facility h:

Facility i:

Facility j:

8. In your opinion is the median household income in this community greater than $20,000?

yes 1

no 2

9. What percentage of residents rent an apartment or house?

percentage _____%

10. What percentage of residents are: White? _____%

Black? _____%

Hispanic? _____%

Asian? _____%

Other? _____%

11. What percentage of the households in this neighborhood have regular access to an automobile?

Percentage: _____%

12. What percentage of residents are:

5-17 YEARS OLD? _____%

65+ YEARS OF AGE OR OLDER?_____%

13. During the last decade (or X years if you have lived in the neighborhood less than 10 years) what changes have you noticed in your building/block? (Key informants active in the area should be asked about their block.)

14. During this same period what changes have you seen in the neighborhood?

	Building/Block?	Neighborhood?
a) Income levels?	_____	_____
b) Age levels?	_____	_____
c) Immigrants or migrants?	_____	_____
d) Hispanics?	_____	_____
e) Blacks?	_____	_____
f) Asians?	_____	_____
g) Other important population group?_____	_____	_____

15. During this same period what types of new commercial or residential buildings and projects have you observed in this neighborhood (e.g., fast food outlets, condominiums)?

16. Once the subway is operational, do you think it will accelerate or slow down the different neighborhood changes you have just described to me? (Note: Answers can be categorized as follows:)

a) Age mix:

b) Income mix:

c) Ethnic mix:

d) Residential development trends:

e) Commercial development trends:

APPENDIX C

LIST OF KEY INFORMANTS

Wilshire/Alvarado Station Environs

1. L.A. Medical Center - Director
2. LAPD - Rampart Division
3. St. Barnolas Community Services - Director
4. Langer's Restaurant - Owner
5. Botica del Pueblo - Owner

Wilshire/Vermont Station Environs

1. Newberry's - Floor Supervisor
2. LAPD - Rampart Division
3. T.V. Appliance Service - Owner
4. Denny's Restaurant - Manager
5. Kal's Market - Manager
6. Bank of America - Manager

Wilshire/Normandie Station Environs

1. LAPD - Rampart Division
2. WCCIA - Member
3. Wilshire Chamber of Commerce - President
4. Ambassador Hotel - Public Relations Division
5. Assemblyman Roos' Office

Wilshire/Western Station Environs

1. LAPD - Wilshire Division
2. Bank of America - Vice President
3. Christ Church - Pastor
4. Medical Building - Manager
5. St. James Church - Reverend
6. Wilshire Chamber of Commerce - President

Wilshire/Crenshaw Station Environs

1. LAPD - Wilshire Division
2. Los Angeles Community Adult School - School Principal & School Secretary
3. Wilshire Chamber of Commerce - President
4. McCandells & Co., Inc. - Realtor
5. Deputy to Councilman Ferraro

Wilshire/La Brea Station Environs

1. LAPD - Wilshire Division
2. Wilshire/La Brea Pharmacy - Manager
3. Cedric's Flowers - Florist
4. Bank of America - Manager
5. 1st Interstate Bank - Manager

Wilshire/Fairfax Station Environs

1. LAPD - Wilshire Division
2. Sizzler Restaurant - Manager
3. Chamber of Commerce - Office
4. Park La Brea - Administrator
5. Vitalize Fairfax Project - Program Manager

Fairfax/Beverly Station Environs

1. LAPD
2. Shalom Retirement Home - Director
3. Freda Mohr Senior Citizen Center - Director
4. Al's Newstand - Owner
5. Vitalize Fairfax Project - Program Director
6. S & M Market - Butcher
7. A-F Gilmore - Manager
8. Local Rabbi
9. Temple Beth Israel - President

Fairfax/Santa Monica Station Environs

1. Ron McAlan Clothing - Owner
2. Santa Fair Pharmacy - Pharmacist
3. Pete the Plumber - Owner
4. Hollywood Economic Revitalization Effort - Project Director
5. L.A. County Community Development Department - Administrator

La Brea/Sunset Station Environs

1. Hollywood Economic Revitalization Effort - Project Director
2. Senator Roberti's Office
3. Deputy to Councilman Stevenson
4. Hollywood Chamber of Commerce - Executive Director
5. LAPD - Hollywood Precinct

Hollywood/Cahuenga Station Environs

1. LAPD - Hollywood Division
2. Hollywood Economic Revitalization Effort - Project Director
3. Yangtze Doodle Restaurant - Owner
4. Senator Roberti's Office
5. YMCA - Executive Director

Studio City Station Environs

1. LAPD
2. Action for Community Transit - Secretary
3. North Hollywood Chamber of Commerce - Director
4. Studio City Residents Association - Member
5. North Hollywood Homeowners Association & Neighborhood Watch - Member

Lankershim or Chandler Station Environs

1. LAPD - North Hollywood Division
2. Neighborhood Watch - Member
3. North Hollywood Homeowners Association - President
4. North Hollywood Park - Director
5. Senior Citizens Center - Director
6. Neighborhood Watch - Member
7. North Hollywood Chamber of Commerce - Director
8. The Waller Co. - Owner

Vineland/Magnolia Station Environs

1. Deputy for Councilman Wachs
2. Action for Community Transit - Chairman
3. Los Angeles Community Redevelopment Agency - Deputy Project Manager - North Hollywood
4. Lee's Brakes - Owner (Past President - North Hollywood Chamber of Commerce)
5. Villa Sorrento Restaurant - Owner

APPENDIX D

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APPENDIX E

GLOSSARY

Aerial Impact Corridor: One-quarter mile area on either side of an aerial alignment.

Alignment Alternatives:

Aerial Option: This is a variation of the Locally Preferred Alternative, combining the components that had the lowest capital and operating costs and generated the highest patronage. This alternative includes the Locally Preferred Alternative alignment and station stops from Union Station through Hollywood. In North Hollywood, however, the alignment would be above ground. The trains, operating on elevated guideways, would emerge from the north slope of the Santa Monica Mountains and proceed to an aerial station at Universal City. Leaving Universal City, the trains would travel on elevated guideways to the terminal station at Lankershim and Chandler Boulevard. A bus network similar to that serving the Locally Preferred Alternative is proposed for this alternative.

Locally Preferred Alternative: This altenrative represents a refinement of the Locally Preferred Alternative adopted during the Alternatives Analysis. It evolved as a result of further engineering and environmental analysis and extensive community meetings. The proposed route includes 16 stations plus two optional stations. The Metro Rail route begins at Union Station, where it turns southwest and runs through the CBD with stations at First and at Fifth Streets along Hill Streeet. The route turns west under Seventh Street, with a station at Flower Street. The route then heads past the Harbor Freeway, and parallels Wilshire Boulevard to a station at Alvarado Avenue between Wilshire Boulevard and Seventh Street. Proceeding along Wilshire Boulevard, the route serves the Mid-Wilshire and Miracle Mile districts with stations at Vermont (half a block north of the intersection with Wilshire), Normandie, Western, La Brea, and Fairfax Avenues. An optional station could be included at Crenshaw Avenue along Wilshire Boulevard.

Turning north under Fairfax Avenue, the route serves the Fairfax and West Hollywood communities with stations at Beverly and Santa Monica Boulevards. The alignment then turns east under Sunset Boulevard for approximately two miles, then north again at Cahuenga Boulevard, and then northwesterly underneath the Hollywood Freeway. Hollywood is served by a station at Sunset Boulevard and La Brea Avenue and one at Cahuenga and Hollywood Boulevards; a third, optional station is being considered at the Hollywood Bowl at Odin and Highland Avenues.

The tunnels of the subway system pass deep under the Santa Monica Mountains just west of the Cahuenga Pass, jog northeast to a station across Lankershim Boulevard from Universal Studios, and continue under Lankershim Boulevard to a downtown North Hollywood terminal station. Complementing this rail rapid transit system is a bus network devised to offer more convenient bus-rail connections.

Minimum Operable Segment: Where federally assisted rail lines are planned, the Urban Mass Transportation Administration requires that the system be built in stages. This incremental approach to constructing urban rail transit is aimed at

ensuring that high priority corridors receive attention and that appropriate balance is maintained between the transportation requirements of the entire region and those of local communities within the region, and between long range and short range needs for transportation improvements. The Minimum Operable Segment defined by SCRTD is identical to the Locally Preferred Alternative from the main yard in the CBD to the Fairfax/Beverly Station. Over the 8.8-mile route, the system would stop at 11 stations, plus an optional one at Wilshire/Crenshaw. It too would have a supporting bus network.

No Project Alternative: In the absence of a rail rapid transit system, travel in the Regional Core would continue to be served by the existing street network and bus system. Total vehicle miles traveled in the Regional Core are projected to grow from 14.2 to 17.8n million daily by the year 2000, an increase of 25 percent over existing conditions. Peak hour traffic demand volumes on freeways in the vicinity of the Regional Core will substantially exceed capacity over nearly all segments. The arterial street system, which currently handles the majority of the Regional Core's travel, is expected to carry an even greater share of the Regional Core's traffic by the year 2000. As a result, twice as many of the Regional Core's intersections will have deteriorated to unsatisfactory levels of service as in 1980. Under the No Project Alternative, the existing fleet of 1.860 buses would be expanded by about 100 buses only. As a result, capacity on the bus system would increase marginally to 1.4 million daily boarding (less than five percent) by the year 2000. These additional buses would not likely improve the level of transportation service in the Regional Core since they will also have to travel on the extremely congested street system.

Hollywood Alternative Alignments:

A-Cahuenga Bend; no auxiliary transit system. An all-subway system with La Brea/Sunset and Hollywood/Cahuenga Stations.

B1-Foirfax Direct; elevoted auxiliary transit system (ICTS). Subway proceeds directly north to Valley from Fairfax; Hollywood served by elevated ICTS between Fairfox/Santa Monica and Selmo/Gower.

B2-Fairfax Direct; street level auxiliary tronsit system (LRT). Same as B1 but Hollywood served by at grode LRT between Hawthorn/La Brea and Selma/Gower.

C1-La Brea Bend; elevated auxiliary transit system (ICTS). Subway proceeds north to Valley from La Brea with a station at La Brea/Sunset and ICTS aerial system serving points between Hawthorn/La Brea and Selma/Gower.

C2-La Brea Bend; street level ouxiliory transit system (LRT). Same as C1, but LRT at grade system serving points between Hawthorn/La Brea and Selma/Gower.

North Hollywood Alternotive Alignment:

S-1-Aeriol Alignment, proceeding from Hollywood Hill portal to Universol City, then along Lankershim to Camarillo/Lankershim intersection.

S-3-Aerial alignment, proceeding from Hollywood Hill portol to Studio City, then north along Vinelond to Camarillo/Lankershim intersection.

N-1-Aerial alignment, proceeding north from Camarillo along Vineland, then west on Chandler; terminal station at Lankershim/Chandler.

N-3-Aerial alignment, proceeding north along Lankershim from Camarillo; terminal off-street station between Magnolia and Burbank Boulevard.

N-5-Aerial alignment, proceeding north from Camarillo along Vineland; terminal station at Vineland and Magnolia.

CBD: Central Business District or Downtown Los Angeles. Downtown includes the following station environs: Union Station, Civic Center, Fifth/Hill and Seventh/Flower.

Community/Neighborhood: Same as station environs. Terms are used interchangeably.

Cut and Cover Construction: Cut and cover construction in an urban area involves a series of steps. In general it begins by opening the street or other ground surface to an adequate depth to permit support of existing utility lines and to set piles or other means of retaining the excavation as it proceeds. The surface opening is then covered with a temporary decking so that traffic and pedestrian movement can be maintained during the balance of the construction period. After the decking is in place, excavation can continue to the necessary depth. A concrete structure is then constructed, the excavation material replaced, and the surface restored to its original condition.

dB(A) Ldn: Time weighted 24 hour average day/night noise level in units of existing noise ambient levels (dB(A)).

Decking: Temporary or permanent covering over cut and cover construction areas.

Disability Status: Presence of a physical, mental, or other health condition which has lasted 6 or more months and which limits or prevents a particular type of activity. Two types of disability status are cited: work disability, which is tabulated for noninstitutional persons 16 to 64 years old; and public transportation disability, which is tabulated for noninstitutional persons 16 to 64 years old and for noninstitutional persons 65 years old and older. (1980 Census User's Guide)

EIR: Environmental Impact Report

EIS: Environmental Impact Statement. Federal regulations require that "major projects likely to have significant impact on the quality of the human environment" must have an EIS prepared under the National Environmental Policy Act (NEPA).

Elderly/Senior: Persons 65 years old and older.

Ethnicity: People who are singled out because of distinct language, cultural traits, etc. Examples include American Jews, people from the Middle East, and Hispanics, all of whom are racially defined as whites.

Fee Taking: A fee taking is a parcel which must be acquired for the construction of Metro Rail. If a parcel is entirely or partially within the right-of-way and if the surface area of the parcel contains an improvement (e.g., a commercial or residential building), which could interfere with the construction or operation of the Metro Rail, it would necessitate acquisition.

Health Care Facilities: Hospitals, health clinics, medical complexes, etc.

ICTS/ALRT: Intermediate Capacity Transit System/Advanced Light Rail Transit--an elevated transit system.

Key Informant: An individual who has insight or knowledge regarding people or activity within a half-mile station environs. A list of Key Informants is given in Appendix C.

Local Resident: An individual living within one-half mile of a station site.

LRT: Light Rail Transit--an at-grade or street trolley line.

Mode: Means of transportation (e.g., bus, carpool, automobile, walk, etc.)

Noise Ambience: The overall noise level at a station environs.

Off-Street Construction: Metro Rail station which is built adjacent to, not under, a street.

On-Street Construction: Metro Rail station which is built directly underneath a street.

Parks/Open Space: Parks, malls, historic sites.

Physical Barrier: Any physical structure resulting from construction or operation of Metro Rail which obstructs or impedes people from crossing or entering an area.

Psychological Barrier: Any impediment to access caused by the construction or operation of Metro Rail which makes people hesitant or unwilling to cross or enter an area.

Public/Institutional Facilities: Elementary schools, junior and senior high schools, special school facilities, junior colleges, government-related buildings, libraries, post office, utility/telephone business offices, fire stations, police stations, transportation facilities.

SCAG: Southern California Association of Governments.

SCRTD: Southern California Rapid Transit District.

Social/Cultural Facilities: Churches, synagogues, religious facilities, cultural centers, fraternal organizations, social service centers, recreation centers, museums.

Soldier Piles: A ground support system consisting of a rolled steel, wide flanged beam which is driven or placed in a prebored hole. Its purpose is to assist in speeding excavation by establishing the principal support before excavation begins.

Soldier Pile Drilling: Method of drilling soldier piles into ground.

Soldier Pile Driving: Method of pushing soldier piles into ground.

Special User Groups: Those groups of people most likely to use public transit. Voorhees Guidelines, 1979, defines these groups as follows:

1. Elderly
2. Handicapped
3. Youth, 5-17 years old
4. Economically Disadvantaged: Households and individuals below and within 25% above the poverty level income threshold as defined by U.S. Bureau of Census.
5. Autoless Households: No auto available
6. Minority Groups: Black, Hispanics, and Asians

Station Area: Term used to describe the area within one-quarter mile of a station site.

Station Environs: Term used to described the area within one-half mile radius of a station site.

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