TECHNICAL REPORT

LAND USE AND DEVELOPMENT IMPACTS

LOS ANGELES RAIL RAPID TRANSIT PROJECT
"METRO RAIL"

CORE STUDY

Draft Subsequent Environmental Impact Report

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1. INTRODUCTION AND METHODOLOGY

1.1 REPORT OVERVIEW

This report provides documentation for the assessment of land use and development impacts summarized in Chapter II, Section 2, of the Subsequent Environmental Impact Report (SEIR) for the Southern California Rapid Transit District's proposed heavy-rail rapid transit project. It documents existing conditions within proposed station areas, describes the methodology used to evaluate impacts, and provides detailed quantitative documentation of impacts for the candidate alignments evaluated in the SEIR. This analysis focuses primarily on the thirteen stations not previously covered by the Final Environmental Impact Statement (FEIS), 1983 and the SCRTD Technical Report on Land Use and Developmental Impacts (1983) and refers to those reports when the information remains unchanged.

The basic premise of this analysis is that the presence of a heavy-rail transit station will promote development around proposed station areas and that such development is generally desirable. Experience in other cities indicates that induced development occurs, though to varying degrees. The city of Toronto has experienced substantial development around heavy-rail stations which can be attributed to their presence, while little or no substantial development has occurred to date in the areas surrounding Bay Area Rapid Transit (BART) stations in the San Francisco Bay Area. Development around stations is considered desirable, as documented in the SCRTD Milestone 6 Report: Land Use and Development, for a number of reasons:

- It reduces dependence on a single transportation mode (i.e., the automobile) and permits a choice among modes;
- It reinforces the "Centers Concept," basic to land use planning in the Los Angeles region, which calls for the concentration of development at a series of centers interconnected by a rapid transit system;
- By attracting development to the existing urban core area, it reduces the rate at which outlying areas are converted from agricultural or other open-space use to urban use, and reduces the cost of providing infrastructure (freeways, roads, utilities, and sewerage) to serve the new development.

The extent to which development will occur around stations is influenced by a variety of factors. The availability of currently underutilized land designated for high-density residential and commercial use and the desirability of the area from the perspective of the development community are fundamental variables. The availability of land for development is determined by its zoning, community plan designation, and by its current uses. The desirability of the area for development is influenced by a more complex set of factors including current development trends, the character of the surrounding community, accessibility by automobile, cost of land, size of parcels, and ease of land assemblage.

This assessment of land use impacts evaluates the potential for development both with a Year 2000 Base Condition as well as a Year 2000 Metro Rail (Maximum

Impact Condition). Development that occurs in conjunction with the Metro Rail Project may produce both positive and negative impacts. In general, the stimulation of development in the Regional Core and around Metro Rail stations is considered a positive land use impact when the stations are located in designated Centers and when the growth can be accommodated without adverse impacts. In the case of the five candidate alignments studied, the project will help implement the Centers Concept by connecting Centers, by promoting development at designated growth centers, by aiding in the revitalization of economically stagnant areas, and by providing access to commercial services and employment near established population concentrations.

Five candidate alignments are discussed in this report. These alignments are described in detail in the SEIR. Two levels of development with the Metro Rail Project are identified and evaluated: first, the level of development that would likely occur under the existing market conditions with no direct intervention by SCRTD or governmental agencies to promote joint development, and second, the level of development which could be absorbed by the market given a concerted effort on the part of the SCRTD and/or local government to promote increased growth. The second level of development assumes that the SCRTD and/or local governments will actively implement their goals of focusing development around station locations. Throughout this report the first level of development is termed "With Metro Rail" and the second is termed "With Incentives."

Residential development projections for the planning areas and individual station areas in the Regional Core were based on growth projections developed by the Southern California Association of Governments (SCAG) 1982 adopted the SCAG-82 Growth Forecast Policy. The projected "base conditions" for the year 2000 correspond to the adopted SCAG-82 Modified Forecast which is the currently adopted projection used by SCAG for regional planning. The residential growth projections under Metro Rail Maximum Impact Conditions correspond to an alternative projection developed by SCAG in 1982 (SCAG-82B) which assumed a higher concentration of new growth in the most densely developed areas of the region, including the Regional Core. SCAG-82B is considered an appropriate basis for projecting Metro Rail-induced growth and assessing the impacts of this growth in the station areas.

Commercial growth projections were developed by Peat Marwick Mitchell and Co. and Seaway/Cooke for the FEIS, 1983. The methodology used was duplicated to evaluate the thirteen additional stations being considered in the five candidate alignments. The market study identified commercial projections for the base condition, assuming the development of Metro Rail and assuming the development of Metro Rail with a conscious effort to promote joint development. Six categories of commercial development were considered: major office, community office, hotel, employee-serving retail, regional retail, and community retail. The projections reflect projects under construction or completed between 1980 and 1985, and market absorption projections through the year 2000, based on historic rates and recent developmental trends. Specifically, the "major office" projection for the base condition reflects existing growth rates, and the projection with Metro Rail Maximum Impacts reflects experiences in other rail systems in the United States. The "major office" projections for the planning areas were generated for the base condition and the Metro Rail Maximum Impact condition and were allocated to station areas within the planning area based on development activity trends. The "community office" projection is a reflection of development activities in the station areas. Likewise, hotel

activity is a reflection of trends in the station areas. "Employee-serving retail" space is assumed to be five percent of the major office space in a station area. "Regional retail" and "community retail" projections are derived from population projections from the base and Metro Rail Maximum Impact conditions, applying appropriate per capita retail spending figures for a particular planning area. Based on prior studies, regional retail sales constitute 44.33 percent of the retail spending and sales amount to $106.46 per square foot, and community retail is 55.67 percent of the retail spending and constitutes $88.97 per square foot (derived from "Technical Report: Land Use and Development Impacts" (1983). Non-taxable food sales are $227.07 per square foot. The "regional retail commercial" projection is based on the entire growth for the Regional Core for the base condition and Metro Rail Maximum Impact condition and is distributed to station areas based on development trends. "Community retail commercial" projections are based on the population for the base and Metro Rail Maximum Impact conditions in each station area. When a concerted joint development effort is assumed by SCRTD and other local agencies, the net change between 1980 and 2000 for regional and community retail would be adjusted upward.

The projected growth under each candidate alignment is assessed for its consistency with land use plans and policies and whether it can be accommodated in a station area without adversely impacting the surrounding community. Consistency of projected growth with land use plans and policies was evaluated for station areas and alignments using five submeasures which correspond to the objectives of the City and County's general plans:

- To concentrate development in designated growth centers along the Metro Rail route.
- To concentrate development in other designated growth centers in the Regional Core.
- To aid in the revitalization of economically stagnant or declining areas.
- To provide additional commercial services and employment near established population concentrations.
- To implement Community Plan, Specific Plan, and redevelopment project objectives.

The extent to which growth can be accommodated in station areas without adverse impacts was evaluated on the basis of seven submeasures:

- The accommodation of projected residential growth within walking distance of the station.
- The accommodation of projected commercial growth within walking distance of the station.
- The preservation of stable residential areas by avoiding pressure to increase residential densities in stable single-family areas.

- The preservation of stable residential areas by avoiding pressure to rezone residential areas for commercial use.
- The maintenance of stable land values in surrounding neighborhoods.
- The preservation of historic and cultural resources.
- The compatibility with existing land uses and community character.

1.2 METHODOLOGY

The methodology used to assess the impacts of Metro Rail construction and operation on land use and development follows six steps: define market/planning areas, define station area boundaries, collect land use data, define areas susceptible to reinvestment, project commercial and residential growth, and evaluate projected development's consistency with land use policies and its potential adverse impacts.

1.2.1 Planning Areas and Market Areas

The First Tier EIS/EIR established a 55-square mile study area which was referred to as the Regional Core. Within this area, to be directly served by the Metro Rail Project, two out of every ten Los Angeles residents live and four out of every ten work. It is the financial, retail, cultural, and entertainment center of Southern California.

The Regional Core defined in the First Tier EIS/EIR has been modified for this study to include additional areas that may experience indirect impacts and to exclude areas that are not likely to be affected. There are three major areas of change. First, the potential circulation and access issues in North Hollywood suggested including additional lands to the west toward Coldwater Canyon Boulevard and to the east into Burbank. Second, lands south of the Santa Monica Freeway have been excluded because impacts beyond this physical barrier are expected to be insignificant. Third, the Central City North Community Planning Area has been added. The revised Regional Core covers 75 square miles.

For the purposes of assessing all categories of impacts, the Regional Core has been subdivided into "planning areas" which correspond as closely as possible to community planning areas defined by the City of Los Angeles Department of Planning (LADOP).

Community planning areas have been defined principally to consider some of the more aggregated impacts of the transit improvements. These impacts extend beyond the station areas and may include community cohesion and changes in accessibility to major community-serving facilities. With respect to land use and development, the community planning areas define the areas which will be served by the Metro Rail Project and whose development patterns may, consequently, be affected by the system.

The City of Los Angeles is divided into 36 planning areas. The planning areas lying fully or predominantly within the Regional Core include Central City North, Central City, Westlake, Wilshire, Hollywood, Sherman Oaks/Studio City,

and North Hollywood. In addition, portions of the county (West Hollywood and Universal City) and Beverly Hills lie within the study area. Some census tracts lying within the Regional Core are outside the defined community planning areas. In this report, reference to a particular planning area will include the census tracts comprising the planning area as well as the adjacent tracts that lie within the Regional Core.

Market areas as perceived by the real estate and development community in Los Angeles do not correspond precisely with these planning areas nor do they have easily identifiable boundaries. In addition, market area boundaries vary with the type of development being considered. market areas for major office development in the Regional Core are the Central Business District (CBD), Mid Wilshire, Miracle Mile, Hollywood, Universal City, the Olympic corridor south of Wilshire Boulevard, and Beverly Hills west of Fairfax Avenue. Market absorption projections for major office space have been reaggregated to correspond as closely as possible to the community planning areas. The proposed thirteen stations evaluated in this report are within the Westlake, Wilshire, and Hollywood Planning areas.

1.2.2 Station Area Boundaries

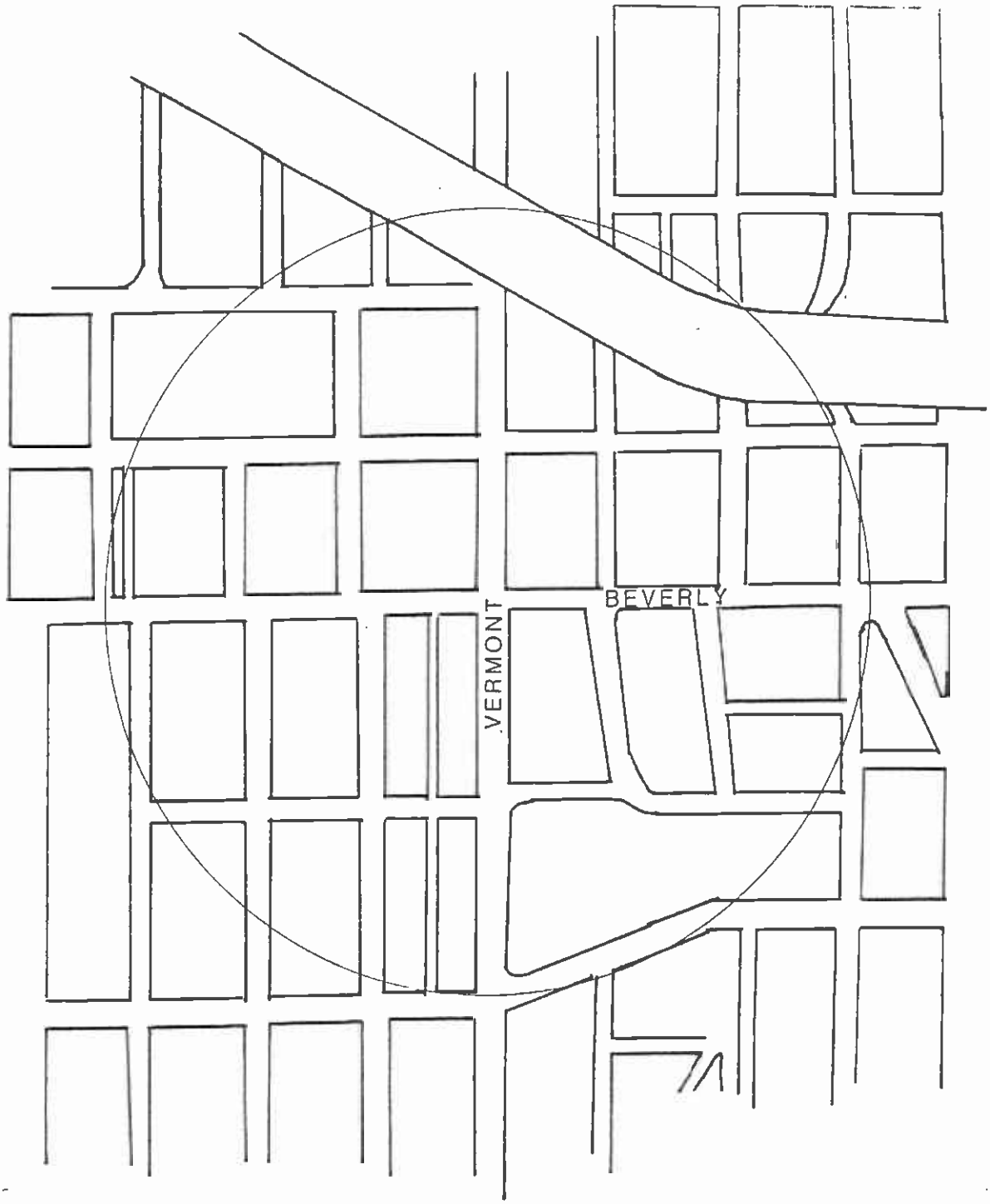
Geographic "station area" boundaries have been established to define the area likely to be directly impacted by the presence of a Metro Rail station. The criterion for establishing station area boundaries is that they encompass an area of one quarter mile radius from station entrances. This distance corresponds to a walking time of less than ten minutes to a station entrance--a walk the majority of the people are willing to make for access to a fixed rail transit station. Figures 1-1 through 1-13 identify one-quarter mile station impact areas for the thirteen proposed station areas not reviewed in the FEIS, 1983.

1.2.3 Collection of Land Use Data

Existing conditions both in the immediate station area (four blocks immediately surrounding a station) and the impact area (one quarter mile radius from the station) were determined. Detailed parcel-by-parcel information was collected for the four blocks surrounding a proposed station location. Block data was collected and mapped for the station impact areas. Existing land use, zoning, building conditions, building heights and historic structures were all identified and mapped. The land use information was collected by field surveys, and the zoning designations were obtained from the Los Angeles Department of Planning. Information on the assessed valuation of parcels and improvements within the impact areas was collected from the County Assessor's office.

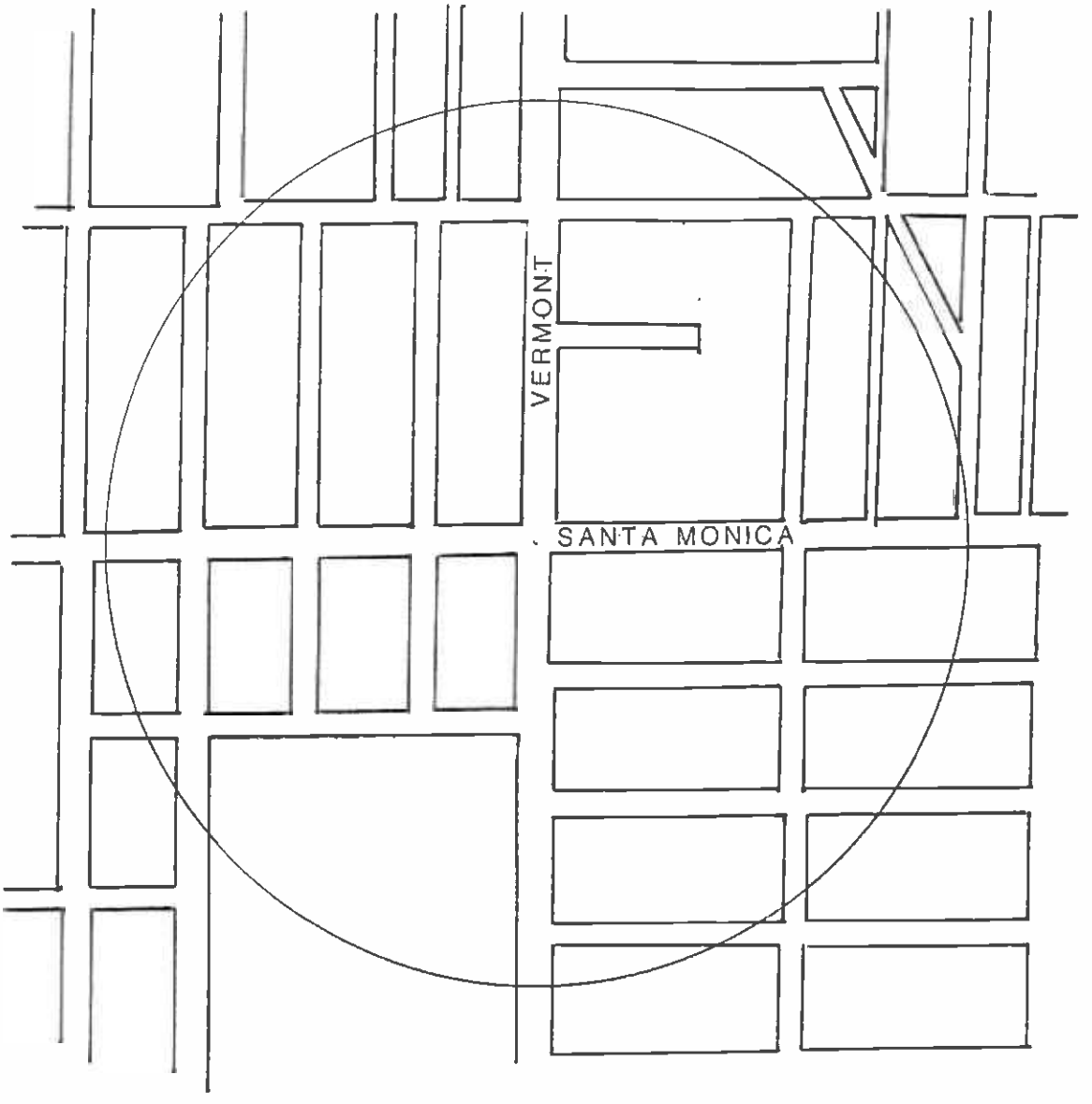
1.2.4 Define Areas Susceptible to Reinvestment

The next step was to assess the susceptibility of parcels within the station areas to reinvestment and determine the development capacity of those parcels



VERMONT/BEVERLY
CANDIDATE ALIGNMENTS1,2,3,4

Figure 1-1

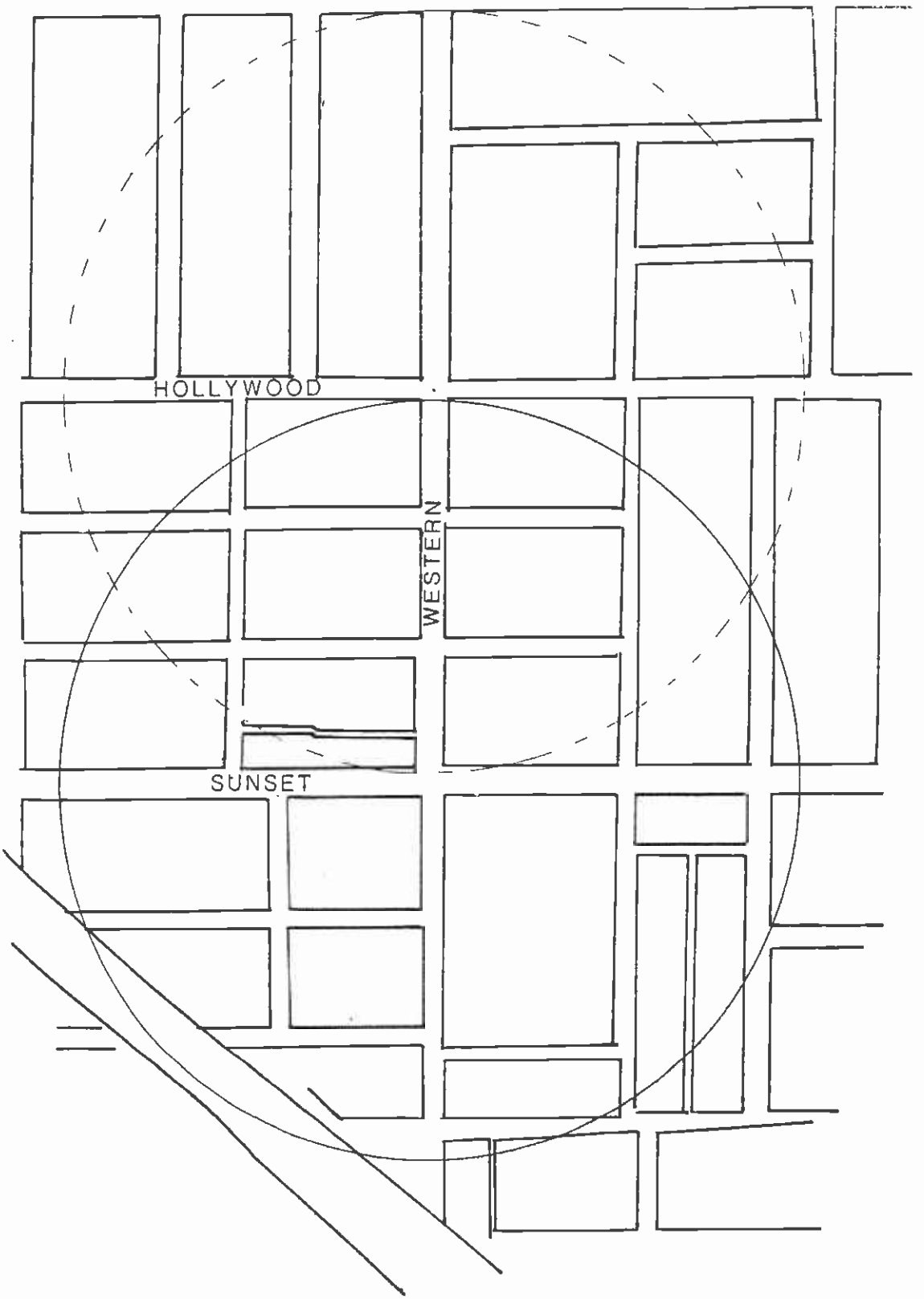


VERMONT/SANTA MONICA
CANDIDATE ALIGNMENTS 1,2,3,4

Figure 1-2

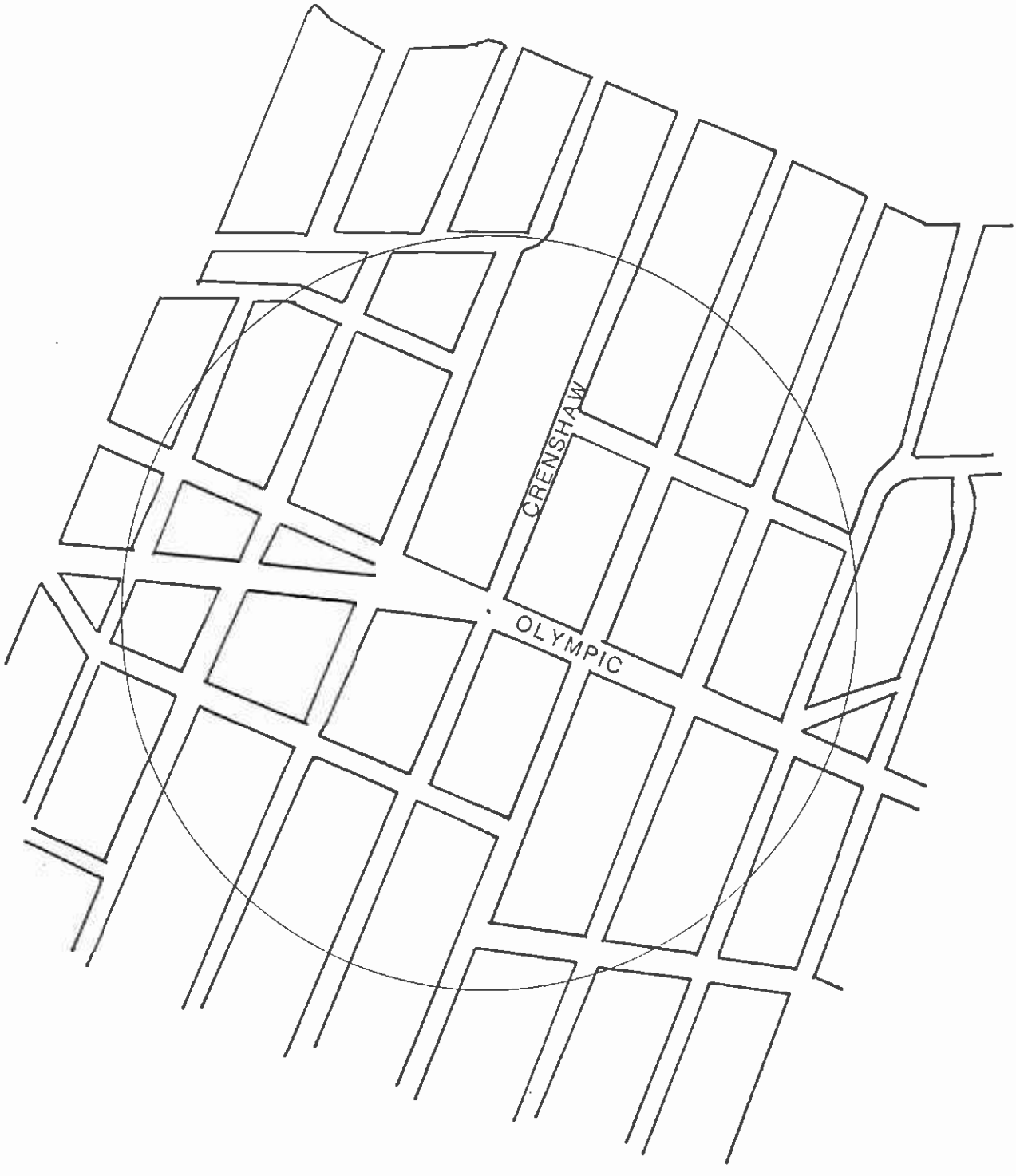
SUNSET/EDGEMONT
CANDIDATE ALIGNMENT 4

Figure 1-3



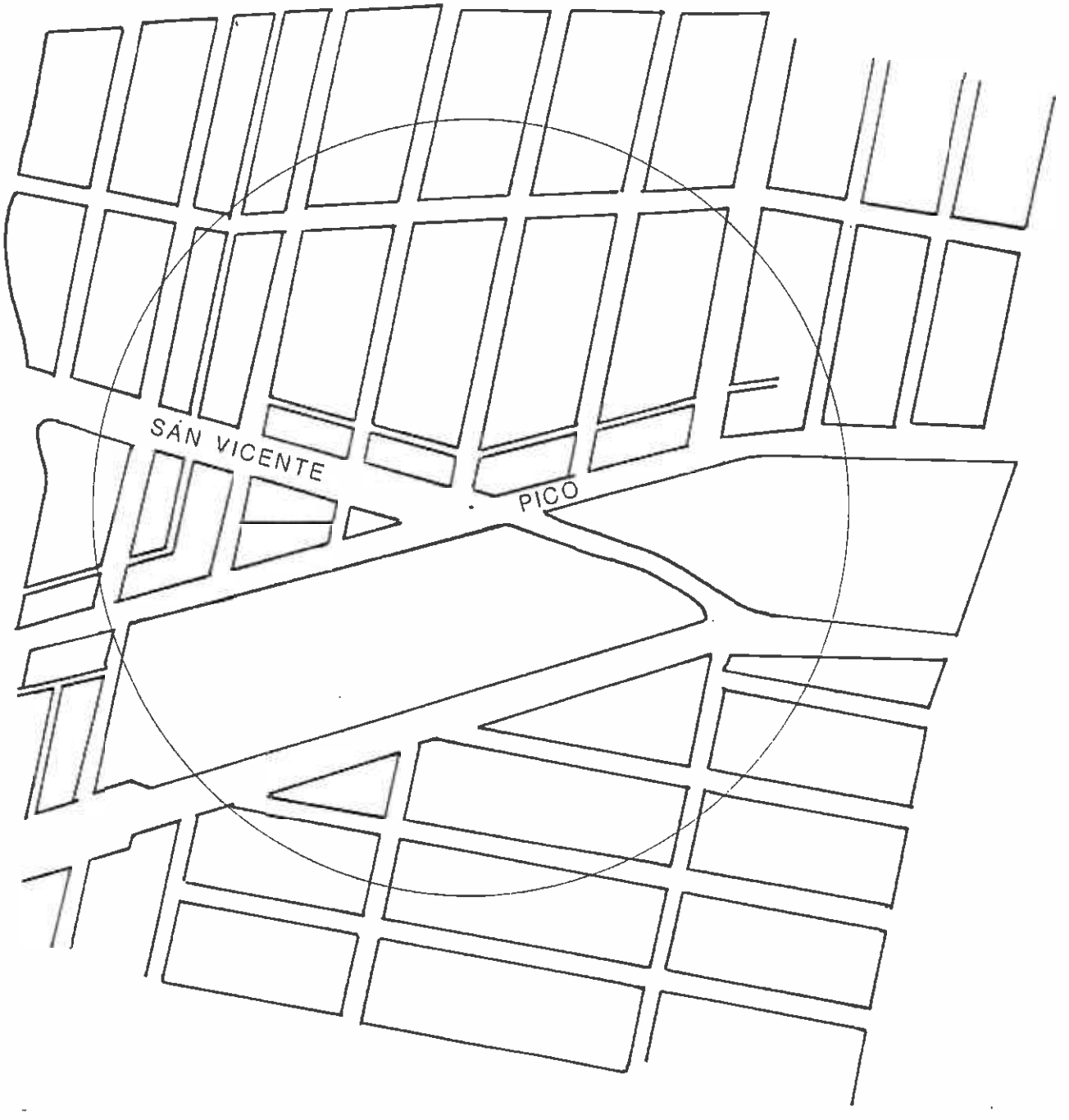
SUNSET/WESTERN
CANDIDATE ALIGNMENT 4

Figure 1-4



OLYMPIC/CRENSHAW
CANDIDATE ALIGNMENT 3

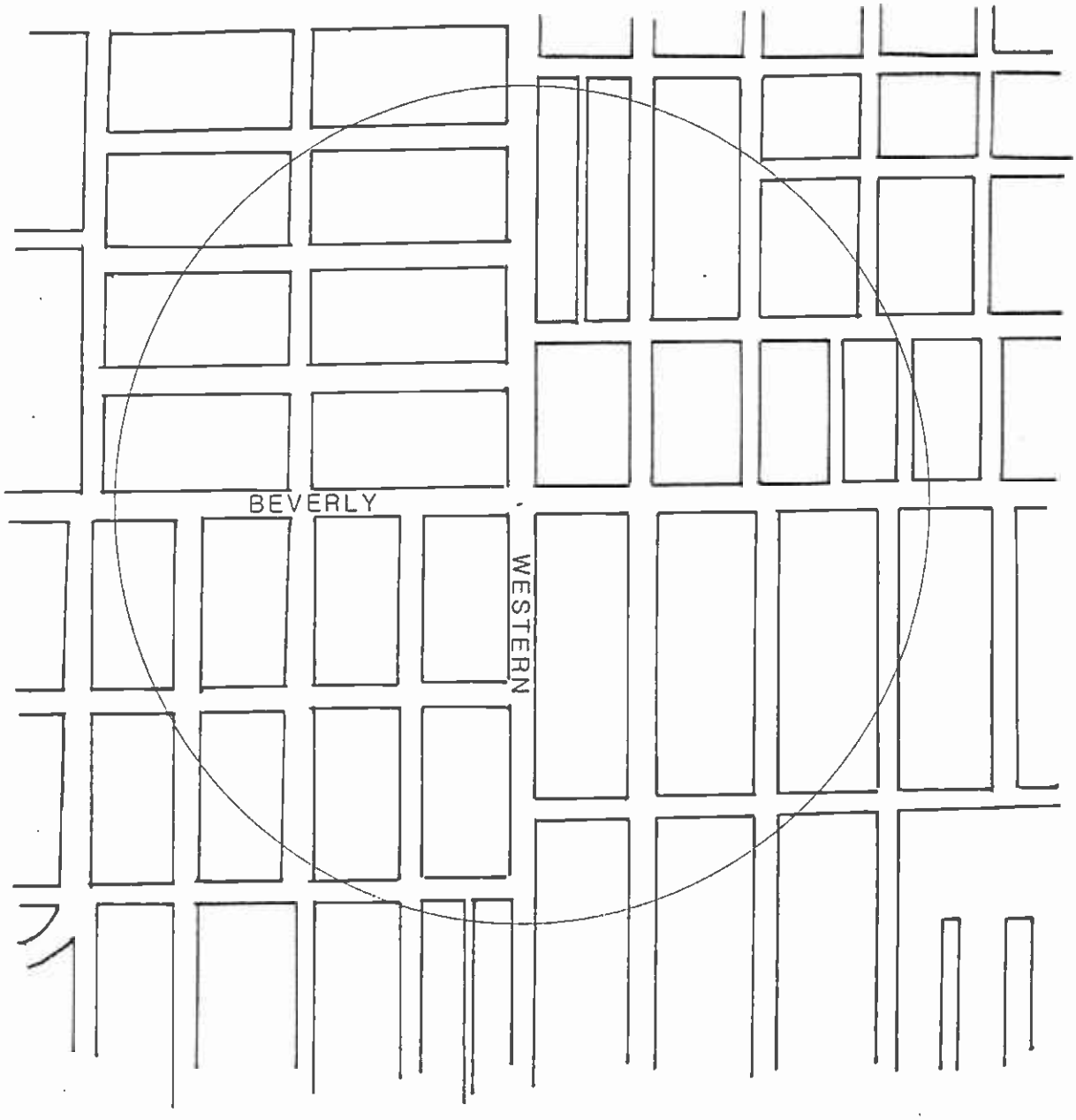
Figure 1-5



PICO/SAN VICENTE

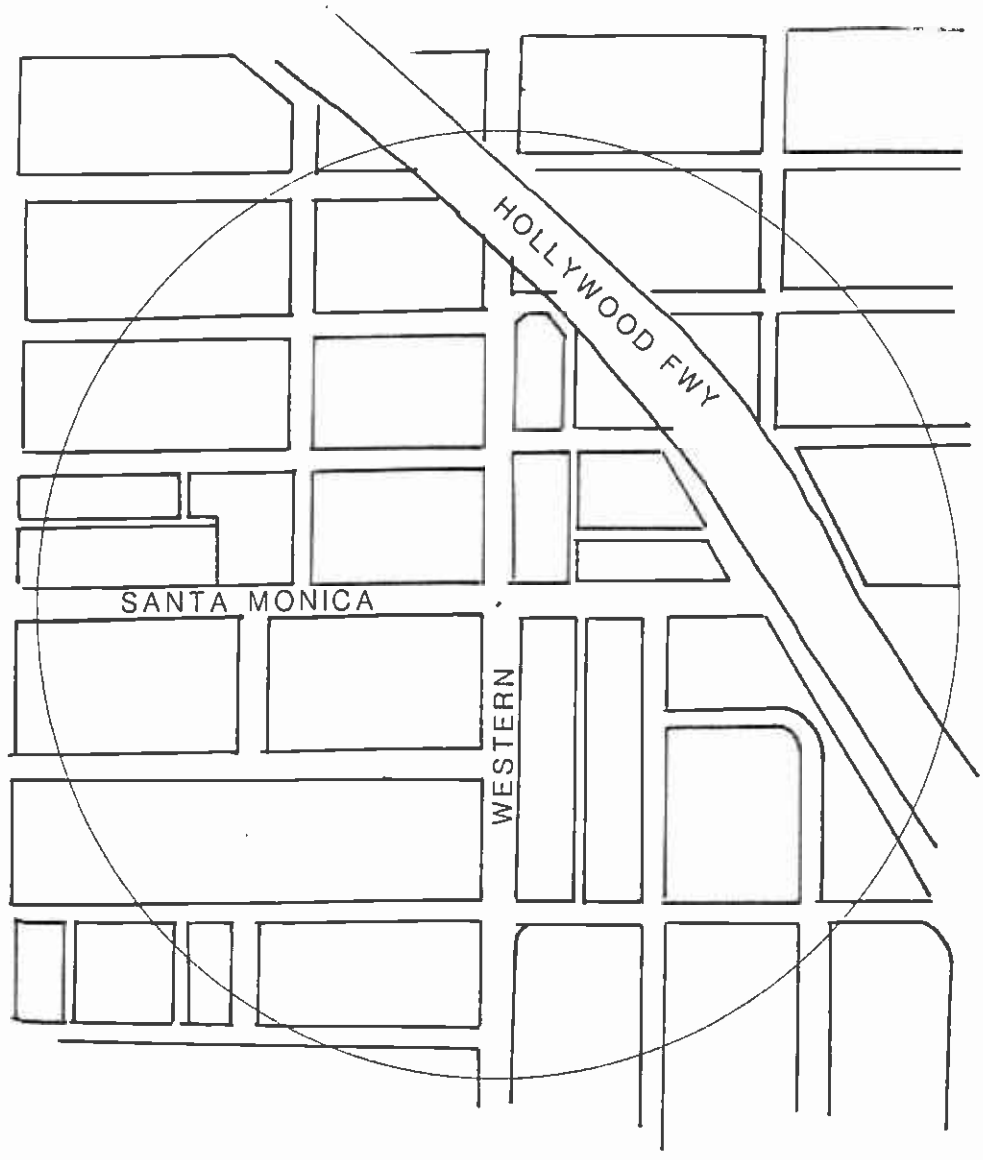
CANDIDATE ALIGNMENT 3

Figure 1-6



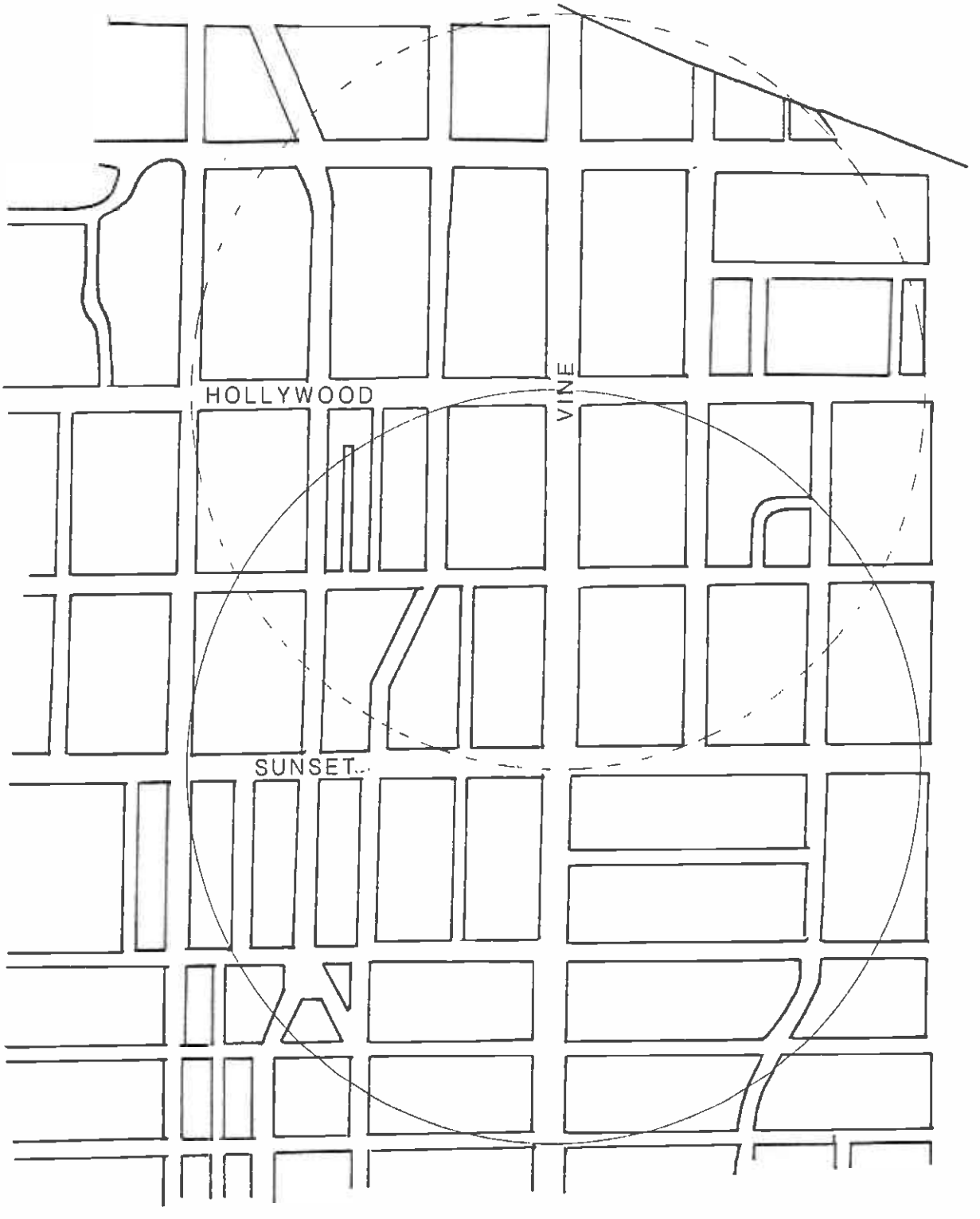
WESTERN/BEVERLY
CANDIDATE ALIGNMENT 5

Figure 1-7



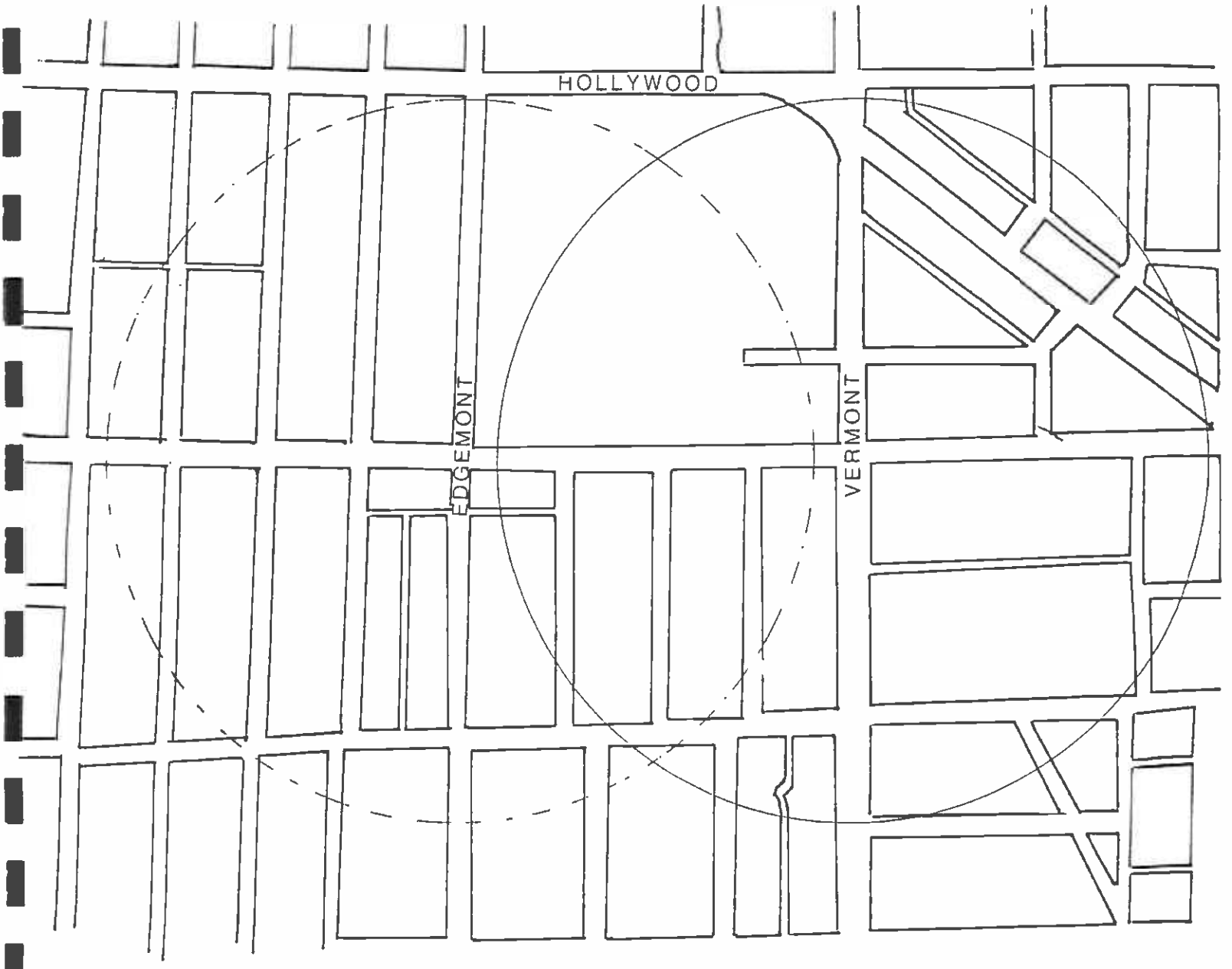
WESTERN/SANTA MONICA
CANDIDATE ALIGNMENT 5

Figure 1-8



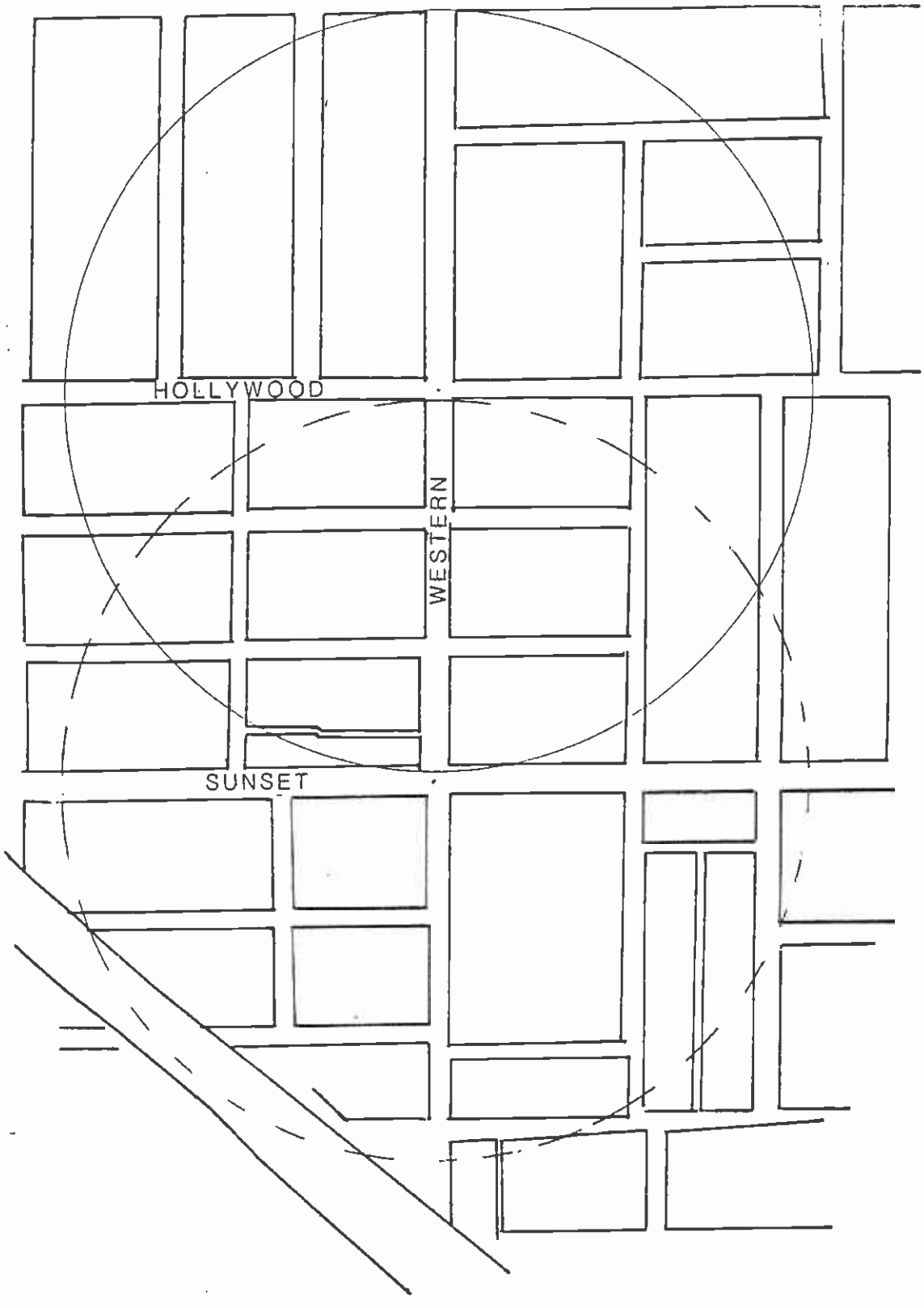
SUNSET/VINE
CANDIDATE ALIGNMENTS 4 and 5

Figure 1-9



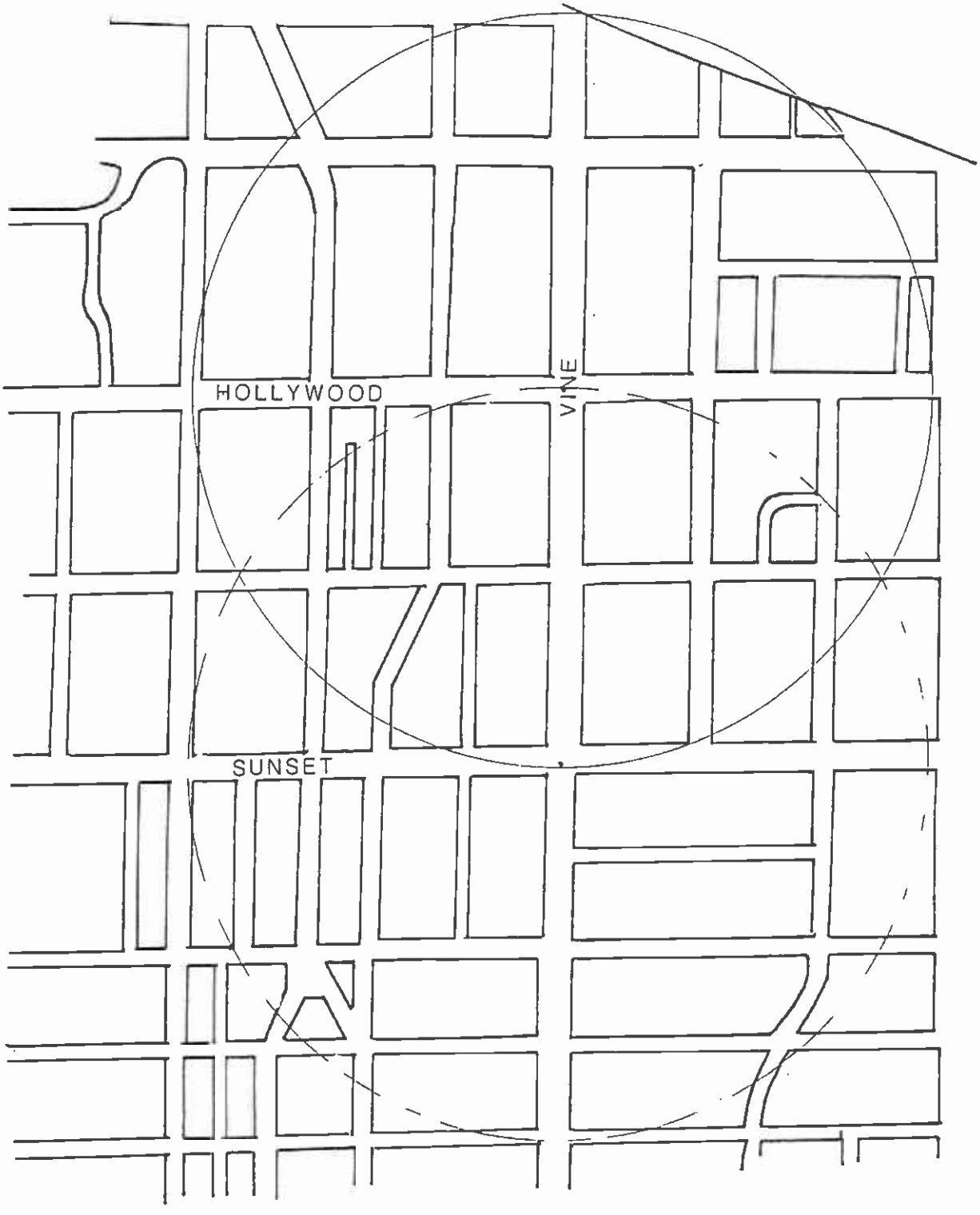
VERMONT/SUNSET
CANDIDATE ALIGNMENTS 1,2,3

Figure 1-10



HOLLYWOOD/WESTERN
CANDIDATE ALIGNMENTS 1,2,3

Figure 1-11



HOLLYWOOD/VINE

CANDIDATE ALIGNMENTS 1,2,3

Figure 1-12

HOLLYWOOD/HIGHLAND
CANDIDATE ALIGNMENTS 3,4

Figure 1-13

based on the data collected in step three. Development can take three forms: 1) removal of the structures that represent an underutilization of the site and construction of a more intensive project, 2) renovation of historically or architecturally significant structures which represent an intensity of use consistent with the probable intensity of new development, or 3) a combination of the above.

Assessed valuation data were used to evaluate the susceptibility of commercially zoned parcels to reinvestment. For a new commercial development project, the value of the improvement is typically three to five times the value of the land. In Los Angeles, where there is an abundance of underutilized land, older projects are not likely to be considered for reinvestment until the assessed valuation of the improvement is less than the assessed valuation of the land. A commercial parcel was considered to be susceptible to reinvestment if the ratio of the assessed valuation of the existing improvement to that of the land--the "land utilization ratio"--were less than one.

A commercial parcel was considered susceptible to reinvestment if all the following criteria were met:

- The parcel was zoned for commercial use: and
- The assessed value of the existing improvement was less than the assessed value of the land--typically a vacant parcel, surface parking lot, or an older, poorly maintained low-rise structure on a parcel zoned for substantially more intensive development.

A residential parcel was identified as susceptible to reinvestment if all of the following criteria were met:

- The parcel was zoned for multi-family use--R3, R4, or R5; and
- The assessed value of the existing improvement was less than the assessed value of the land--typically a vacant parcel, surface parking lot, or an older, poorly maintained low-rise structure on a parcel zoned for substantially more intensive development.

The capacity of each parcel to accommodate new development was calculated for two levels of development: 1) the theoretical capacity permitted by zoning and measured by the floor area ratio (FAR) for commercial development, and square feet of parcel area per unit for residential development; and 2) the probable level of development given the mix of uses anticipated (see step five), required parking, and the typical height and bulk of structures for those uses in each specific station area.

1.2.5 Project Commercial and Residential Growth

Next, commercial and residential development and population growth were projected for planning areas and station areas. Commercial growth projections were derived from a market study of six categories of development prepared by Peat Marwick Mitchell & Co. and Sedway/Cooke for the FEIS, 1983. The categories of development are discussed below.

1.2.5.1 Office Space

Major office space is defined as office space which would attract employees and clients from throughout the Southern California region. In the Mid-Wilshire, and Miracle Mile areas major office space will be housed in mid-rise (8 to 12 stories) to high-rise (over 12 stories) structures. In the other market areas, it is expected to be accommodated in a mix of primarily mid-rise structures and "garden office" complexes (3 to 5 stories).

Community-serving office space is occupied by doctors, lawyers, real estate agencies, local branches of financial institutions and insurance companies and other professional offices that serve a localized area. These activities are typically located in garden offices.

Absorption rates for major office space and community serving office space were established for four market areas affected by this study--Westlake, Mid-Wilshire, Miracle Mile, and Hollywood--based on historic trends, recent development activity, and developers' and brokers' assessments of future development patterns. These growth rates were used to determine the year 2000 base condition. Based on the experience of other cities in which fixed heavy rail systems have been built and on input from developers and brokers, absorption rates for the year 2000 Metro Rail Maximum Impact condition were established for the same market areas. Development was allocated to growth centers within each market area using the same information sources.

The analysis on which market absorption projections for office space is based is documented in Chapter 3 of this report. As indicated previously, only the projections for the base condition are derived from the market study prepared by Peat Marwick Mitchell & Company (PMM & Co.). The year 2000 Metro Rail Maximum Impact projections are illustrative of the increase in development that could occur with the operation of the Metro Rail Project. They are based on experiences in other cities with fixed rail systems and take into consideration the constraints imposed on development by anticipated local market conditions.

1.2.5.2 Retail Space

Employee-serving retail space added was estimated using a ratio of 50,000 square feet of retail space per 1,000,000 feet of office space. In high-rise or mid-rise structures the ground floor is typically devoted to employee-serving retail use.

Regional and community-serving retail space projections were derived from the SCAG population growth projections which represent the base and Metro Rail alternatives, respectively. Community-serving retail includes stores and services that would be found in "neighborhood centers" and "community centers" as defined by the Urban Land Institute (ULI) publication "Dollars And Cents of Shopping Centers" (1981). However, it is <u>not</u> assumed that the retail facilities would be spatially organized only as "shopping centers" as defined by the ULI, i.e., as establishments developed, owned, and managed as a unit. Neighborhood facilities would provide for the sale of convenience goods such as food, drugs and sundries, and personal services, such as laundry, dry cleaning, and shoe repair, to meet the day-to-day living needs of the immediate neighborhood. Community facilities would provide a wider range of establishments selling soft lines (wearing apparel) and hard lines (hardware and appliances). Community

shopping facilities do not include full-line department stores but may include strong specialty stores.

Region-serving retail facilities provide for the sale of general merchandise, apparel, furniture, and home furnishings in great variety as well as a range of services and recreational facilities. In today's market, region-serving retail establishments will most likely be organized as a shopping center around one or two full-line department stores. However, because of the concentration of development and the location of existing free-standing full-line department stores on Wilshire, some independent region-serving retail establishments can be expected to locate in these areas along with single-unit regional shopping centers. Such single-unit regional centers may range in size from 100,000 square feet to more than 1,000,000 square feet of gross leasable area. Most regional centers in the Los Angeles area include two or three major department stores and up to six in some cases.

The following methodology was used to estimate retail floor area added on the Regional Core:

- Population change for the period 1980 to 2000 for each planning area and each station area was determined as described subsequently in this chapter.

- Assumptions regarding "service areas" of businesses within station areas were established. It was assumed that new community-serving retail space within a station area would serve only the population added within that same station area. New population outside the station area was assumed to be served by existing and new businesses within the shopping areas outside the station area.

  In contrast, it was assumed that new region-serving retail space within station areas would serve a substantial percentage of the new population in the entire Regional Core, as well as some population added outside the Regional Core. This is because new population is supported by the Metro Rail Project and because station areas correspond to multipurpose centers that currently exist and are designated by the city and county Centers Concept.

- The Base Condition distribution of region-serving retail space reflects currently planned projects and recent trends. The change in distribution with Metro Rail reflects the concentration of population and the projected distribution of riders along the Metro Rail line. The change with incentives assumes a concerted effort on the part of SCRTD and local agencies to promote region-serving retail development. Table 1-1 lists the percentage of taxable expenditures at regional retail facilities by new Regional Core residents that is assumed to be captured by each station area.

TABLE 1-1

PERCENT OF TAXABLE EXPENDITURES BY NEW REGIONAL CORE RESIDENTS AT REGIONAL RETAIL FACILITIES CAPTURED BY STATION AREAS

	Base Condition	Metro Rail Impact Condition	Metro Rail with Incentives	Minimum Operable Segment: Metro Rail	Minimum Operable Segment: Maximum with Incentives
Expenditures by New Regional Core Residents in Station Areas:					
o CBD	45	30	35	30	35
o Westlake	0	0	0	0	0
o Wilshire	10	15	20	20	25
o Hollywood	10	15	20	3	3
o Universal City/ North Hollywood	5	10	10	2	2
Expenditures by New Regional Core Residents in Regional Core Outside Station Areas	15	15	0	15	10
Expenditures by New Regional Core Residents Outside Regional Core	15	15	15	30	25
Total Expenditures by New Regional Core Residents	100	100	100	100	100

Note: This table is simplified to assume that in all cases except the Metro Rail Alternative With Incentives, only regional core residents will make expenditures in the Regional Core. In fact, non-Regional Core residents can be expected to make purchases in the Regional Core, especially in the CBD (note, however, that expenditures by employees are partially accounted for under "employee-serving retail") just as Regional Core residents can be expected to make purchases outside the Regional Core. For the Metro Rail Alternative With Incentives it is assumed that the combination of the Metro Rail system's concentration of development around station areas in the CBD and the CRA's South Park development just outside CBD station areas and including a major retail component would result in about 17 percent more new regional-serving retail development in the CBD than would be required to serve only new Regional Core residents.

Source: Sedway/Cooke and Peat Marwick Mitchell & Co.

- Total non-taxable retail sales were determined by calculating per capita expenditures on food utilizing data from the U.S. Department of Labor, "Handbook of Labor Statistics."

- Total taxable retail sales figures for the City of Los Angeles for 1977 were divided by the city's population in that year (and adjusted for inflated) to obtain an estimate of per capita taxable retail spending. Per capita spending by planning area was as follows:

- Central City North	$5,566
- Central City	$3,417
- Westlake	$3,417
- Wilshire	$5,623
- Hollywood	$5,543
- Studio City/ Universal City	$10,439
- North Hollywood	$6,783
- Total Regional Core	$5,566

- Per capita taxable retail spending was multiplied by the change in population for each planning area and each station area to generate the added increment of taxable retail spending for the year 2000.

- Capture rates were estimated to account for spending by new population at existing businesses. These capture rates were based on an evaluation of the current effectiveness of businesses in station areas in capturing their potential share of the market and on the existing amount of retail space in station areas. It was assumed that existing businesses could absorb sixty percent of the additional retail sales in the 2000 base condition Alternative, fifty percent with Metro Rail, and forty percent with joint development. Conversely, new businesses would absorb 40 percent of the additional sales in the 2000 base condition Alternative, 50 percent with Metro Rail, and 60 percent with joint development. These values were multiplied by the added increment of taxable retail spending for the year 2000 to obtain the added increment expended at new businesses.

- Using the 1984 taxable retail sales figures, a percentage of total retail sales for each Board of Equalization retail category was calculated. The percentage for each category was then subdivided to reflect the distribution between regional and community serving retail sales (Urban Land Institute, "Dollars and Cents of Shopping Centers," 1981). The results are shown in Table 1-2.

- The added increment of taxable spending at new businesses in the year 2000 was multiplied by the percent of spending in each retail category to obtain retail sales in each category. This calculation was performed for each station area for community-serving retail and for station areas grouped by

TABLE 1-2

PERCENTAGE DISTRIBUTION OF RETAIL SALES BY CATEGORY

Retail Category	Community	Regional	Total
Apparel	2.25	2.25	6.40
Specialty	5.99	4.91	2.40
Food/Eat/Drink	13.26	8.84	8.90
Services	3.54	2.36	16.20
General Merchandise	6.75	8.25	12.00
Home Furnishings	2.76	1.84	4.60
Building Supplies	4.03	2.07	5.00
Auto Dealer/Service	15.89	13.01	12.30
Other	1.20	.80	15.80
TOTAL	55.67	44.33	100.00

Source: California State Board of Equalization, 1984.

planning areas for regional-serving retail.

- For each station area or group of station areas, retail sales in each category were converted into square feet of retail floor area by dividing by the average sales per square foot (Urban Land Institute).

For regional-serving shopping centers, square footage values for the groups of station areas within each planning area were distributed among stations in the form of regional shopping center units ranging from 200,000 square feet to 400,000 square feet.

1.2.5.3 Residential Development

Residential development projections were based on growth projections developed by the Southern California Association of Governments in the process of adopting the SCAG-82 Growth Forecast Policy (1982). The projected Base Condition for the year 2000 corresponds to SCAG-82M, which is the currently adopted projection used by SCAG for regional planning. This projection assumes substantial growth throughout the region and a moderate amount of infill and intensification within existing urban subregions, such as the Regional Core. The residential growth projection under the Maximum Impact Conditions corresponds to SCAG-82B, an alternative projection developed by SCAG in 1982 which assumed a higher concentration of new growth in the most densely developed areas of the region, including the Regional Core. The SCAG-82B projection corresponds closely to the assumptions outlined above and represents the maximum concentration of growth which could be induced by construction of a rail transit system, such as Metro Rail. Both the SCAG-82M and SCAG-82B projections used in this analysis use 1980 Census data as their base.

1.2.6 Evaluate Projected Development's Consistency with Land Use Policies and Potential Adverse Impacts

The projected growth under each alignment was then assessed for its consistency with land use plans and policies and its potential adverse impacts on the surrounding community. Consistency with land use plans and policies was assessed for the region as a whole, and for station areas. At the regional scale consistency was evaluated using four measures which correspond to key objectives of the city's General Plan: to concentrate development at designated growth centers in the Regional Core in accordance with the Centers Concept; to revitalize economically stagnant or declining areas; and to provide additional commercial services and employment near established concentrations of population. At the station area, consistency was evaluated by the above measures as well as by the extent to which new development implements applicable Community Plans, Specific Plans, and/or redevelopment plans. The assessment of potential adverse impacts of development on the surrounding community focuses on the station areas only. This impact is evaluated by six measures which correspond to basic planning objectives in these areas.

2. EXISTING CONDITIONS

This section describes existing conditions relevant to the assessment of impacts. Emphasizing conditions in station areas, it focuses on existing land use, intensity of development and economic activity, relevant land use plans and policies including community plan and zoning designations, and the capacity for new development in each station area. Further background information on land use, population growth and economic development trends, and property valuation for the community plan areas is presented in the SCRTD Technical Report on Existing Conditions--Regional and Community Setting (1982) and the SCRTD Technical Report on Land Use and Development Impacts (1983).

2.1 LAND USE AND DEVELOPMENT

2.1.1 The Southern California Region and Regional Core

The majority of the Southern California region, which consists of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, is undeveloped. The U.S. Census-defined Los Angeles Urbanized Area--which includes central and southern Los Angeles County, much of Orange County, the San Gabriel Valley, and several other pockets of development--accounts for 1,827 square miles, or less than five percent of the region's 38,500 square miles. Approximately 11.6 million people resided in the region in 1980, of whom 9.5 million, or 82 percent, resided in the Los Angeles Urbanized Area.

The Regional Core encompasses about 75 square miles, equivalent to four percent of the Urbanized Area and 0.2 percent of the Southern California region, and contains 837,000 people, equivalent to nine percent of the Urbanized Area's population and seven percent of the Southern California region's. Table 2-1 compares the intensities of residential development in the Southern California region, the Los Angeles Urbanized Area, and the Regional Core. Density in the Regional Core is more than double that of the Urbanized Area. Population in the region has increased consistently. In the Regional Core, however, population declined by six percent between 1950 and 1970. In the 1970s the Regional Core experienced a reversal of this trend with a seventeen percent increase in population, greater than the rate experienced by the region as a whole.

Commercial development activity within the Urbanized Area and Regional Core can be compared in terms of total high-rise space and high-rise space added (see Table 2-2). The Regional Core contained 85 percent of all high-rise space in the Los Angeles Urbanized Area in 1960, 61 percent in 1970, and 51 percent in 1980. Of the 3.8 million square feet added in the Urbanized Area between 1960 and 1970, 2.1 million, or 56 percent, were added in the Regional Core. Of the 3.3 million square feet added between 1970 and 1980, 1.2 million, or 37 percent, were in the Regional Core. Thus, although the Regional Core's share of new development is declining, it still contains more than half of all the high-rise space in the Urbanized Area and represents the greatest concentration of development in the Southern California region.

TABLE 2-1

POPULATION AND POPULATION GROWTH IN SOUTHERN CALIFORNIA

	Land Area (sq. mi.)	1980 Pop. (thousands)	1980 Pop. Density (persons/ sq.mi.)	Population Growth 1950-1970	Population Growth 1970-1980
Southern California Region	38,500	11,600	300	+101%	+15%
Los Angeles Urbanized Area	1,827	9,500	5,200		+13%
Regional Core	75	833	11,000	-6%	+17%

Source: United States Census Bureau 1970 and 1980.

TABLE 2-2

HIGH RISE COMMERCIAL SPACE IN THE REGIONAL CORE
(In Thousands of Square Feet)

	Square Footage (1)			Square Footage Added Annually	
	1960	1970	1980	1960-1969	1970-1979
Westlake	685	1,531	2,072	85	54
Percent of Regional Core	9.2%	5.3%	5.0%	4.0%	4.4%
Percent of Urbanized Area	7.8%	3.3%	2.6%	2.2%	1.6%
Wilshire	2,838	8,435	11,688	560	325
Percent of Regional Core	38.0%	29.4%	28.6%	26.4%	26.6%
Percent of Urbanized Area	32.2%	18.1%	14.7%	14.8%	9.9%
Hollywood	97	1,620	1,665	152	5
Percent of Regional Core	1.2%	5.7%	4.1%	7.2%	0.4%
Percent of Urbanized Area	1.1%	3.5%	2.1%	4.0%	0.2%
Regional Core	7,470	28,659	40,895	2,119	1,224
Percent of Urbanized Area	84.9%	61.4%	51.4%	56.0%	37.1%
Urbanized Area	8,801	46,648	79,604	3,785	3,296

(1) Square footage estimated as of January 1 for each year.
(2) Urbanized Area = Los Angeles/Orange County Region.
Source: Western Economic Research Inc., 1980 Edition, and The Russell Company.

2.1.2 Planning Areas

Table 2-3 provides a profile of existing land use for the planning areas in the Regional Core. The majority of land in all planning areas is devoted to residential use. In all areas, single family housing consumes more parcel area than multifamily housing although there are more than twice as many multifamily units as single family units in the Regional Core. In all planning areas multifamily units outnumber single family units.

TABLE 2-3

PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES: PLANNING AREAS

Planning Areas	Total Parcel Area (acres)	Single Family Residential	Multi-family Residential	Commercial or Mixed Use	Industrial	Public Facilities/Open Space	Parking
Westlake	1,331	15.6	40.0	22.8	3.1	11.8	6.7
Wilshire	8,148	41.7	35.3	14.4	1.2	5.5	1.9
Hollywood	14,536	39.3	13.1	4.3	1.6	40.8	0.9
Regional Core	36,993	43.3	18.3	8.8	5.2	22.3	2.1

Source: City of Los Angeles Department of Planning and Sedway/Cooke.

Table 2-2 compares high-rise development activity among planning areas and in relation to the regional Core as a measure of relative commercial development activity. The Wilshire Planning Area, which combines the Mid-Wilshire and Miracle Mile market areas, contained 38 percent of the Regional Core's high-rise space in 1960 and 29 percent in 1980. Its average annual growth dropped from 506,000 square feet in the 1960s to 325,000 square feet in the 1970s. Hollywood's share of the Regional Core market has increased from one percent in 1960 to four percent in 1980 although its average annual growth dropped from 152,000 square feet in the 1960s to 51,000 square feet in the 1970s.

Two land use maps were compiled for each station. One map included the immediate four blocks which are adjacent to the station. The land use in this area was mapped on a parcel by parcel basis. The categories were residential, commercial, office, industrial, institutional, open space, vacant residential, vacant commercial and vacant property. Improvements having an historic designation and historic districts were also indicated on the land use maps. The condition of the improvements were listed on separate maps and categorized as dilapidated, average, or good. The height of the buildings were listed on a separate map using the following designations: low rise were one to two stories, medium rise, three to five stories and high rise, six stories and over.

The land use, building conditions and height of structures were mapped on a block by block basis for the 1/4 mile impact area.

2.1.3 Station Areas

The following discussion briefly characterizes land uses within each station area. Station area characteristics are documented in greater detail later in this chapter under Station Area Profiles. Table 2-4 shows the current distribution of parcel area among general land use categories in each station area. Table 2-5 describes the intensity of development in each station area in relation to planning areas and the Regional Core, measured by square footage and employees for commercial development and by dwelling units and population for residential development. The MOS-1 stations, from Union Station to Wilshire/Alvarado, as well as the Wilshire Boulevard Stations and the stations in the San Fernando Valley, are addressed in the 1983 Technical Report on Land Use and Development Impacts.

2.1.3.1 Wilshire Station Areas

The four Wilshire Planning Area stations addressed in this report are located in predominantly residential neighborhoods. These stations are Vermont/Beverly, Western/Beverly, Olympic/Crenshaw and Pico/San Vicente. Western, Vermont and Beverly Avenues have low-intensity commercial uses along the street frontage surrounded by residential use. The Olympic/Crenshaw and Pico/San Vicente areas are predominantly single-family uses.

2.1.3.2 Hollywood Station Areas

The stations located at Vermont/Santa Monica, Western/Santa Monica, Sunset/Vermont, Sunset/Western, Sunset/Edgemont, Hollywood/Highland, Hollywood/Western, Hollywood/Vine and Sunset/Vine are all considered in the Hollywood Planning Area. Vermont/Santa Monica, Western/Santa Monica, Sunset/Edgemont, and Hollywood/Western are predominantly residential. These areas have commercial uses along the main arteries surrounded by residential use. Sunset/Vermont is developed with a large medical complex. The Hollywood/Highland and Sunset/Western areas host a mix of commercial and residential use. The Sunset/Vine and Hollywood/Vine areas are predominantly commercial. Table 2-4 shows the current distribution of parcel area among general land use categories in each station area. The table also shows the land use designated by community, district, or specific plans adopted for the area, and by zoning.

The mix of predominantly-commercial, mixed and predominantly-residential station areas does not vary significantly among the five candidate alignments. For each of the alignments, the majority of stations are located in predominantly residential areas. In addition, each of the five alignments contains three station areas which can be characterized as predominantly-commercial.

Table 2-5 shows the absolute levels of existing commercial floor area, employment, dwelling units and population in the station areas studied. The table indicates that Alignment 4 would serve the greatest amount of commercial floor area, the largest number of employers, and the highest numbers of dwelling units and population of the four candidate alignments. Alignments 1 and 2 would

TABLE 2-4

STATION AREA LAND USE PROFILES, YEAR 1986 (1)
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial (2)		Industrial	Public Facilities and Open Space	Vacant and Surface Parking (3)
	Single-Family	Multi-Family	Community (Low Intensity)	Regional (High Intensity)			
VERMONT/BEVERLY							
o (Alignments 1,2,3,4)							
o Land Use	51%			17%	6%	20%	6%
o Community Plan	-	20%	42%	-	23%	15%	-
o Zoning	-	48%	-	35%	15%	-	-
WESTERN/BEVERLY							
o (Alignment 5)							
o Land Use	76%			18%	-	1%	5%
o Community Plan	8%	51%	42%	-	-	-	-
o Zoning	-	60%	-	24%	-	-	-
VERMONT/SANTA MONICA							
o (Alignments 1,2,3,4)							
o Land Use	56%			18%	1%	20%	5%
o Community Plan	-	63%	11%	12%	-	13%	-
o Zoning	-	71%	-	23%	6%	-	-
WESTERN/SANTA MONICA							
o (Alignment 5)							
o Land Use	67%			29%	-	1%	3%
o Community Plan	-	54%	14%	15%	9%	8%	-
o Zoning	-	65%	-	35%	-	-	-
SUNSET/VERMONT							
o (Alignments 1,2,3,)							
o Land Use	21%			21%	-	46%	12%
o Community Plan	13%	61%	11%	9%	1%	5%	-
o Zoning	-	29%	71%	-	-	-	-
SUNSET/EDGEMONT							
o (Alignment 4)							
o Land Use	55%			14%	-	26%	5%
o Community Plan	-	34%	16%	10%	-	7%	-
o Zoning	-	70%	30%	-	-	-	-

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TABLE 2-4 (CONTINUED)

STATION AREA LAND USE PROFILES, YEAR 1986 (1)
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial (2)			Public Facilities and Open Space	Vacant and Surface Parking (3)
	Single-Family	Multi-Family	Community (Low Intensity)	Regional (High Intensity)	Industrial		
HOLLYWOOD/WESTERN							
o (Alignments 1,2,3)							
o Land Use	63%		28%		-	3%	6%
o Community Plan	26%	50%	10%	4%	4%	7%	-
o Zoning	-	67%	33%	-	-	-	-
SUNSET/WESTERN							
o (Alignment 4)							
o Land Use	39%		41%		-	3%	17%
o Community Plan	8%	63%	12%	5%	4%	7%	-
o Zoning	-	51%	33%	-	16%	-	-
HOLLYWOOD/VINE							
o (Alignments 1,2,3)							
o Land Use	10%		55%		-	2%	33%
o Community Plan	19%	35%	7%	24%	9%	7%	-
o Zoning	-	15%	-	85%	-	-	-
SUNSET/VINE							
o (Alignments 4,5)							
o Land Use	14%		47%		-	2%	37%
o Community Plan	5%	36%	10%	24%	16%	8%	-
o Zoning	-	15%	-	85%	-	-	-
HOLLYWOOD/HIGHLAND							
o (Alignments 3,4)							
o Land Use	33%		29%		-	17%	21%
o Community Plan	1%	20%	-	69%	-	10%	-
o Zoning	1%	43%	-	56%	-	-	-
OLYMPIC/CRENSHAW							
o (Alignment 3)							
o Land Use	80%		14%		-	3%	3%
o Community Plan	38%	23%	30%	-	-	8%	-
o Zoning	51%	31%	18%	-	-	-	-

--continued

TABLE 2-4 (CONTINUED)

STATION AREA LAND USE PROFILES, YEAR 1986 (1)
(PERCENT OF PARCEL AREA IN GENERALIZED LAND USE CATEGORIES)

Station Area	Residential		Commercial (2)			Public Facilities and Open Space	Vacant and Surface Parking (3)
	Single-Family	Multi-Family	Community (Low Intensity)	Regional (High Intensity)	Industrial		
PICO/SAN VICENTE							
o (Alignment 3)							
o Land Use	67%			27%	-	-	6%
o Community Plan	-	56%	42%	-	-	-	-
o Zoning	-	57%	10%	-	33%	-	-

(1)Each station area contains from 90 to 150 acres of parcel area (excluding public rights-of-way).

(2)Includes on-site parking required by Code to serve the commercial facilities for stations covered in the FEIS. Includes on-site parking required by Code to serve the commercial facilities when on a common parcel.

(3)Surface parking consists of facilities not affiliated with or required by Code to serve a commercial facility or if the parcel is not occupied by another use.

TABLE 2-5

DEVELOPMENT IN REGIONAL CORE, YEAR 1980

	Commercial		Residential	
	Floor Area (1) (1,000 sq.ft.)	Employees(2)	Dwelling Units(2)	Population(2)
WILSHIRE PLANNING AREA	65,100	224,733	141,898	308,660
o Wilshire/Vermont				
o (All Alignments)	4,500(3)	9,438	5,484	11,809
o Wilshire/Normandie				
o (All Alignments)	3,800(3)	5,993	3,605	7,595
o Wilshire/Western				
o (All Alignments)	2,900(3)	7,039	4,434	8,909
o Vermont/Beverly*				
o (Alignments 1,2,3,4)	800(4)	7,414	4,953	10,660
o Western/Beverly*				
o (Alignment 5)	400(4)	2,934	3,084	6,717
o Wilshire/Crenshaw*				
o (Alignments 1,2,4,5)	800(3)	3,539	2,323	4,667
o Wilshire/La Brea				
o (Alignments 1,2,4,5)	1,600(3)	4,508	2,563	4,040
o Wilshire/Fairfax				
o (Alignments 1,2,4,5)	3,000(3)	4,773	1,929	3,328
o Olympic/Crenshaw*				
o (Alignment 3)	500(4)	2,003	1,753	4,326
o Pico/San Vicente*				
o (Alignment 3)	700(4)	3,213	2,226	5,099
Summary of Wilshire Planning Area by Alignment				
o Alignment 1	17,400	42,704	25,291	51,008
o Alignment 2	17,400	42,704	25,291	51,008
o Alignment 3	13,200	35,100	22,455	48,398
o Alignment 4	17,400	42,704	25,291	51,008
o Alignment 5	17,000	38,224	23,422	47,065

--continued

TABLE 2-5 (CONTINUED)

DEVELOPMENT IN REGIONAL CORE, YEAR 1980

	Commercial		Residential	
	Floor Area (1) (1,000 sq.ft.)	Employees(2)	Dwelling Units(2)	Population(2)
HOLLYWOOD PLANNING AREA	39,700	128,715	114,466	216,502
o Vermont/Santa Monica*				
o (Alignments 1,2,3,4)	500	6,449	3,322	7,952
o Western/Santa Monica*				
o (Alignment 5)	800	2,890	2,623	6,140
o Sunset/Vermont				
o (Alignments 1,2,3)	1,100	6,175	2,396	5,249
o Sunset/Edgemont				
o (Alignment 4)	900	8,295	3,091	6,863
o Hollywood/Western*				
o (Alignments 1,2,3)	800	1,169	2,639	5,617
o Sunset/Western*				
o (Alignment 4)	1,000	2,013	2,805	6,345
o Hollywood/Vine				
o (Alignments 1,2,3)	2,400	7,590	3,083	5,249
o Sunset/Vine				
o (Alignments 4,5)	2,100	7,172	2,830	5,410
o Hollywood/Highland				
o (Alignments 3,4)	1,550	3,333	1,506	2,476
o Hollywood Bowl*				
o (Alignments 1,2,4,5)	15	625	730	1,327
Summary of Hollywood Planning Area by Alignment				
o Alignment 1	4,815	22,008	12,170	25,394
o Alignment 2	4,815	22,008	12,170	25,394
o Alignment 3	6,350	24,716	12,946	26,543
o Alignment 4	6,065	27,887	14,284	30,373
o Alignment 5	2,915	10,687	6,183	12,877
DESIGNATED CENTERS				
o Alignment 1	61,000	166,424	40,738	76,389
o Alignment 2	61,100	166,424	40,738	76,389
o Alignment 3	58,035	160,476	37,752	71,497
o Alignment 4	62,150	171,459	42,686	80,640
o Alignment 5	59,700	161,921	38,089	71,301

--continued

TABLE 2-5 (CONTINUED)

DEVELOPMENT IN REGIONAL CORE, YEAR 1980

	Commercial		Residential	
	Floor Area(1) (1,000 sq.ft.)	Employees(2)	Dwelling Units(2)	Population(2)
ALL STATION AREAS				
o Alignment 1	64,015	185,620	54,705	106,612
o Alignment 2	64,015	185,620	54,705	106,612
o Alignment 3	61,350	180,724	52,645	105,151
o Alignment 4	65,265	191,499	56,819	111,591
o Alignment 5	61,715	169,819	46,849	90,152
REGIONAL CORE	232,800	764,333	403,291	833,389

*Station areas not designated as centers in the city's Concept Plan or in the county's General Plan (refer to Figure 2-6).

(1)Includes office, retail, and hotel space. Total estimates for the planning areas were derived by Sedway/Cooke, assuming 250 sq. ft./employee for office space and 500 sq. ft./employee for retail space.

(3)City of Los Angeles Department of Planning survey.

(4)Assumes 0.75 FAR unless high-rise in area.

serve the second highest levels of all four measures while Alignment 5 would serve the lowest in three out of four measures. Combining the observation with the similarity of the land use profiles for each of the five candidate indicates that development is less concentrated along Alignment 5.

2.2 LAND USE PLANS AND POLICIES

The basic principle for the organization and planning of the Los Angeles area is the Centers Concept. Developed during the late 1960s and early 1970s and adopted by the City of Los Angeles in 1974, the Concept is described in a fifty-year plan. The Concept Plan envisions a series of regional centers connected by a regional rapid transit system, with low to medium building intensity between centers. The city's Centers Concept identifies sixteen growth centers within the Regional Core. The County General Plan reflects this concept for the entire county, both incorporated and unincorporated areas, and the Southern California Association of Governments (SCAG) Regional Development Guide applies the concept to the entire Southern California region.

The Concept Plan is refined and localized in the twenty-year Citywide Plan and short-term Community Plans. In some areas the Community Plan is further refined by Specific Plans that define both the planning and the zoning for an area. LADOP is developing a single Specific Plan for some of the areas around the proposed Metro Rail stations.

Zoning is the regulatory mechanism by which the Community Plans are implemented, and California State law requires that zoning conform to land use plans. Zoning in most station areas basically conforms to Community Plans use designations (see Table 2-4). In a few station areas where the Community Plan land use designation has been revised to reflect "regional center" commercial development, the existing high density residential zoning has not been changed correspondingly.

The Los Angeles Community Redevelopment Agency (CRA), a state empowered body, has designated some areas in the Regional Core as Redevelopment Projects. In these areas, the CRA and LADOP jointly oversee the development process. The Hollywood Redevelopment Area includes the Sunset/Vine, Hollywood/Highland, and Hollywood/Vine stations.

Figure 2-1 shows centers designated in the city's Concept Plan, Community Plan areas, the Park Mile Specific Plan area, and Redevelopment Projects within the Regional Core and along the Metro Rail route. Figure 2-2 shows the relative development intensities established by the Community Plans for the regional Core. The regional commercial category in the Community Plans and in zoning generally corresponds to Height District 4 (FAR 13),* and community commercial generally corresponds to Height District 1** or 2 (FAR 3 or 6). The multifamily

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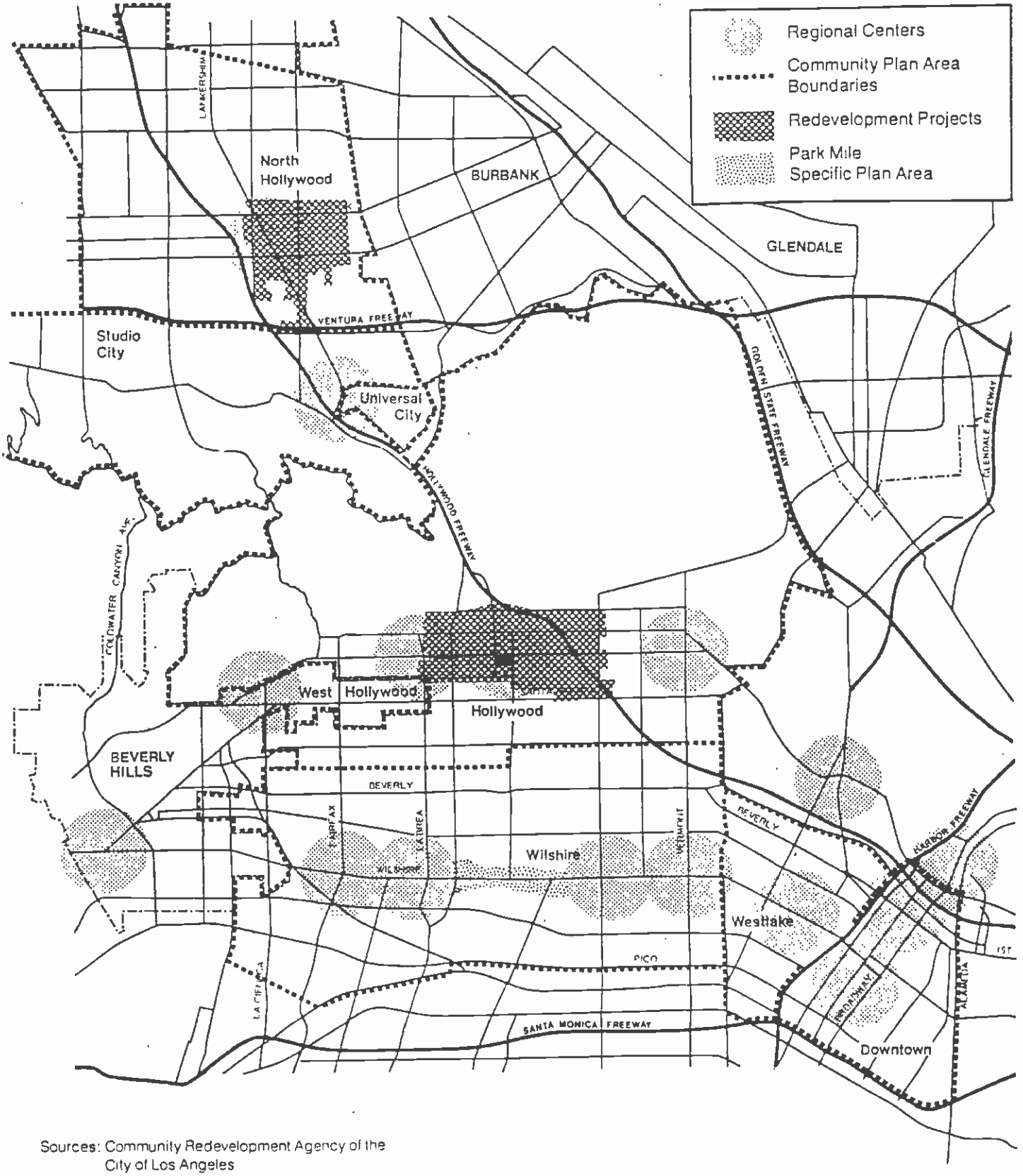
* FAR is Floor Area Ratio, the ratio of building square footage, exclusive of parking and mechanical equipment storage, to parcel area.

**With the passage of "Proposition U" on November 4, 1986, commercial zones with a Height District 1 will have the floor area ratio reduced from 3:1 to 1.5:1 in the City of Los Angeles. This will affect all commercially zoned property in the Wilshire/Crenshaw, Crenshaw/Olympic, and Pico/San Vicente station areas and the northwest quadrant of the Western/Beverly station area.

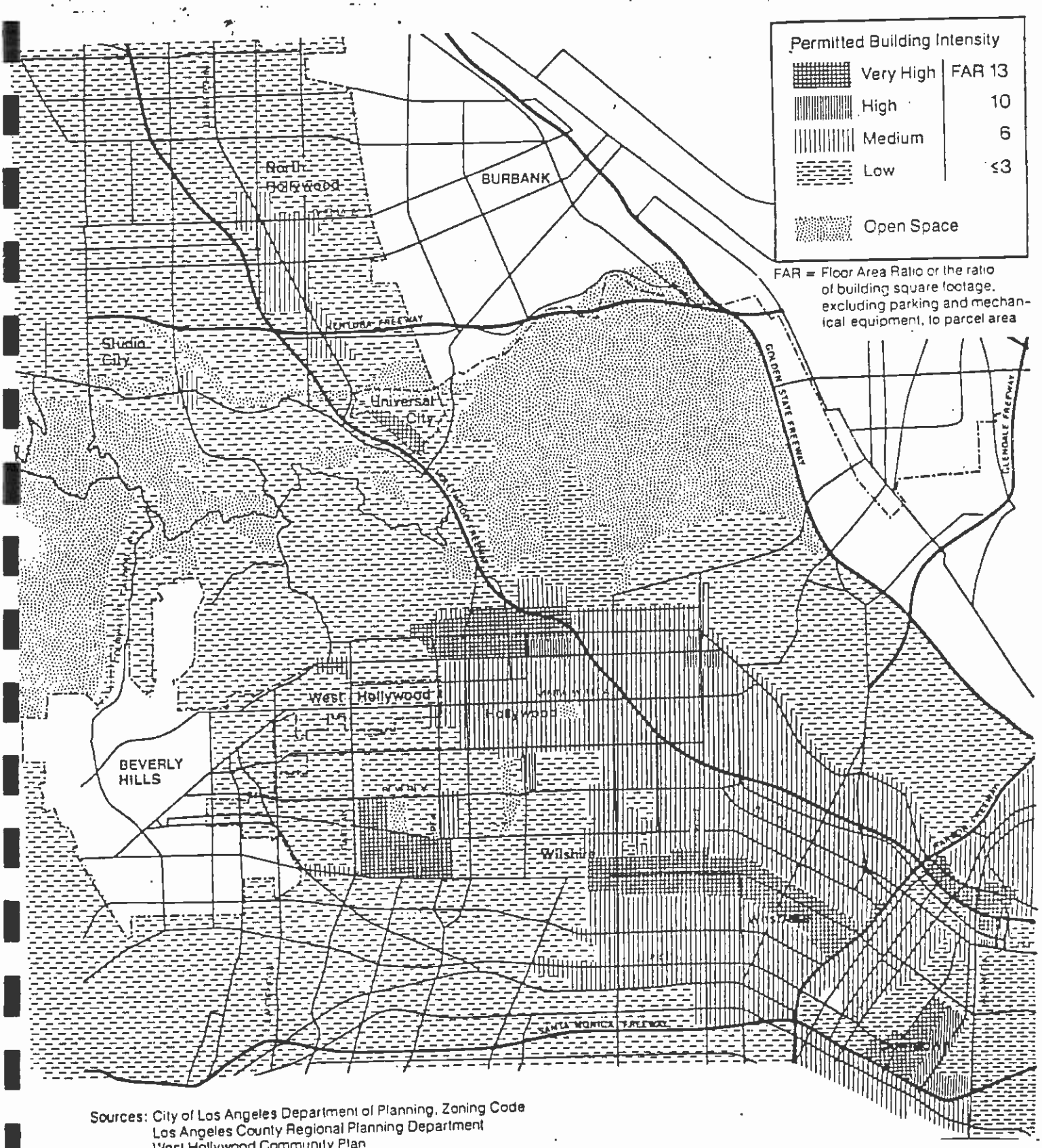
Local Land Use Development Plans



Sources: Community Redevelopment Agency of the City of Los Angeles
Los Angeles City Planning Department

Figure 2-1

Permitted Building Intensity



Sources: City of Los Angeles Department of Planning, Zoning Code
Los Angeles County Regional Planning Department
West Hollywood Community Plan

Figure 2-2

residential category includes R3, R4, and R5 zoning at theoretical maximum densities of 54 units per net acre, 101 units per net acre, and 216 units per net acre, respectively. The majority of the land zoned for multifamily residential use along Hollywood Boulevard, Sunset Boulevard and Vermont Avenue is zoned R4 and R5. The residential zoned land around Sunset and Fairfax is zoned R3 and R1. The residential property along Western Avenue is zoned R3 and R4. The Olympic/Crenshaw area and the Pico/San Vicente areas are a mixture of R1, R2, R3 and R4 residential zoning.

In the city and county lesser intensities of the zoned use as well as other less intensive uses are permitted in any given zoning category. For example, residential development, up to the intensity permitted by R5 zoning and the Height District designated for a particular parcel, is permitted within commercial zones as either single use structures or mixed use developments with retail and/or office space. Similarly, commercial development, up to the intensity permitted by the designated Height District, is permitted on industrially zoned land. However, residential development is not permitted on industrially zoned land.

The planning and regulatory context for development within station areas and planning areas in the regional Core is described in more detail in the First Tier EIS/EIR, the Milestone 6 Report: Land Use and Development Policies, in the SCRTD Technical Report: A Summary of Public Policies and an Impact Assessment Methodology and Technical Report: Land Use and Development Impacts (1983).

2.3 A COMPARISON OF EXISTING AND PERMITTED LAND USE INTENSITIES

In general, the pattern of land use types designated in the Community Plans and zoning is consistent with existing land use. However, the intensity of development established by the plans and zoning is, in virtually all cases, substantially higher than the current intensity of use. Only in the CBD has recent development approached intensities permitted by zoning.

Along the Wilshire Corridor where FARs of 13 are permitted, mid- to high-rise buildings fronting Wilshire typically achieve FARs of 4 to 6. Community-serving commercial uses, usually located in areas zoned Height District 2 (FAR 6), are typically developed at FARs of 0.5 to 1. Recent residential development is typified by a three-story, wood-framed structure over parking, usually on a 100-foot-wide lot (two single family parcels). A maximum density of about 90 units per net acre is achievable with this type of development compared with permitted densities of 101 units per net acre for R4 and 216 units per net acre for R5 zoning.

Commercial intensities of stable buildings in station areas are on the order of FAR 0.5 to 1.5 along the alignment although permitted intensities are greater. For example, in Hollywood FARs of 13 are permitted. In summary, development rarely reaches the intensity permitted by zoning and by the Community Plan.

2.4 PARCELS SUSCEPTIBLE TO REINVESTMENT

As Chapter 1 indicated, a commercial parcel was considered susceptible to reinvestment if all the following criteria were met:

- The parcel was zoned for commercial use;

- The assessed value of the existing improvement was less than the assessed value of the land--typically a vacant parcel, surface parking lot, or an older, poorly maintained low-rise structure on a parcel zoned for substantially more intensive development; and

A residential parcel was considered to be susceptible to reinvestment if it met all the following criteria:

- The parcel was zoned for multifamily residential use, i.e., R3, R4 or R5.

- The assessed value of the existing improvement was less than the assessed value of the land-typically a vacant parcel, surface parking lot, or an older, poorly maintained low-rise structure on a parcel zoned for substantially more intensive development.

The selection of specific sites by developers will depend on a variety of factors including parcel size and cost, regulatory constraints on development, location relative to other developments and amenities, and proximity to proposed Metro Rail stations.

Table 2-6 identifies the acres of residential and commercial parcel area susceptible to reinvestment and the intensity of development that would be permitted on it by zoning as well as the intensity that would be likely to occur with anticipated development practices during the next twenty years. In general, the intensity of development permitted by zoning is unlikely to be achieved by current or expected development practices. The "probable" development is what can be reasonably expected, and represents an intensity slightly higher than that of recent development projects in the area and substantially higher than the average existing FAR in the station area.

The "parcels susceptible to reinvestment" measure is used in two ways in this analysis. First, in evaluating existing conditions, it provides a measure of the development opportunities in a station area and the amount of additional development needed to achieve the land use pattern established by the Community Plan or Specific Plan and by zoning. A substantial development capacity indicates a need for revitalization. Second, in assessing impacts, the development capacity establishes an impact "threshold." If the amount of development projected with construction of the Metro Rail Project is less than the development capacity of parcels susceptible to reinvestment, that development will not, in general, produce adverse impacts because it is consistent with land use planning designations. Furthermore, if the Metro Rail Project stimulates development in an area designated as a growth center and with a substantial development capacity, the impact is beneficial.

The thirteen station areas studied varied widely in the amount of commercial and residential property susceptible to redevelopment. Hollywood/Vine and

TABLE 2-6

PARCEL AREA SUSCEPTIBLE TO REINVESTMENT

		Parcel Area Susceptible to Commercial Reinvestment				Parcel Area Susceptible to Residential Reinvestment		
			Development Intensity(1)					
Station Area	Acres	As Percent of all Parcel Area in Station Area	Maximum Permitted by Zoning	Maximum Designated Appropriate Plan	(2) Probable Acres	As Percent of all Parcel Area in Station Area	Development Intensity (Net Dwelling Units (3)) Permitted by Zoning
VERMONT/BEVERLY							
Beverly o (Alignments 1,2,3,4)	6	9%	6	3	2	21	33%	1,950
WESTERN/BEVERLY o (Alignment 5)	10	14%	6	3	2	56	81%	1,920
VERMONT/SANTA MONICA o (Alignments 1,2,3,4)	15	21%	6	3	2	53	73%	4,880
WESTERN/SANTA MONICA o (Alignment 5)	12	18%	6	3	2	29	45%	2,330
SUNSET/VERMONT (Alignments 1,2,3)	23	32%	10	3	3	11	15%	1,020
SUNSET/ EDGEMONT (Alignment 4)	15	22%	10	3	3	23	33%	2,110
HOLLYWOOD/ WESTERN (Alignments 1,2,3)	26	33%	6	6	3	22	28%	2,020
SUNSET/ WESTERN (Alignment 4)	18	28%	6	6	3	20	31%	1,890

--continued

TABLE 2-6 (CONTINUED)

PARCEL AREA SUSCEPTIBLE TO REINVESTMENT

	Parcel Area Susceptible to Commercial Reinvestment					Parcel Area Susceptible to Residential Reinvestment		
			Development Intensity(1)					
Station Area	Acres	As Percent of all Parcel Area in Station Area	Maximum Permitted by Zoning	Maximum Designated Appropriate Plan	(2) Probable Acres		As Percent of all Parcel Area in Station Area	Development Intensity (Net Dwelling Units (3)) Permitted by Zoning
HOLLYWOOD/VINE								
o (Alignments 1,2,3)	43	61%	13	6	6	7	10%	1,390
SUNSET/VINE								
o (Alignments 4,5)	39	51%	13	6	6	9	12%	870
HOLLYWOOD/ HIGHLAND								
o (Alignments 3,4)	46	39%	13	6	20	7	17%	2,100
OLYMPIC/CRENSHAW								
o (Alignment 3)	11	14%	3	3	1.5	48	61%	800
PICO/SAN VICENTE								
o (Alignment 3)	2	3%	3	3	1.5	22	32%	700

(1)Expressed as Floor Area Ratio (FAR), which is the ratio of floor area, excluding parking and mechanical equipment storage, to parcel area.
(2)Likely development intensities based on current land use patterns, trends, and projected land uses in each station area.
(3)Net dwelling units take into account units that would be displaced.
(4)Maximum permitted by Redevelopment Plans which supersede zoning.
(5)Maximum permitted by the Park Mile Specific Plan which constitutes zoning.

Source: SCRTD/General Planning Consultant.

Sunset/Vine both had approximately forty acres of commercial land susceptible to redevelopment. Pico/San Vicente had the least amount of commercially zoned land, however, there is industrially zoned land at the intersection which allows commercial uses. Hollywood/Vine and Sunset/Vine have the least amount of residentially zoned land available for redevelopment and Western/Beverly and Vermont/Santa Monica had the most.

2.5 STATION AREA PROFILES

This section describes existing conditions in the thirteen additional Metro Rail Project station areas including: existing land uses and levels of development, a review of applicable land use plans and policies, a general description of existing zoning, and an evaluation of areas susceptible to reinvestment. The generalized land use designations used to summarize the Community Plans, Specific Plan, and zoning designations in this section are:

- Housing--low-density: 0-7 units/gross acre (R1); medium-density: 7-14 units/gross acre (R2 and R3); and high-density: 40+ units/gross acre (R4 and R5).

- Regional Commercial--land which serves as a regional center for commercial activity (C4 and C2).

- Community/Highway Commercial--commercial uses which may be oriented for highway access and use or which may serve a surrounding community (C2, C1, and CR).

- Each community plan provides for 0.6 acres per 1,000 residents for neighborhood or convenience shopping areas and 0.2 acres per 1,000 residents for community shopping and business districts.

- Mixed Use--lands containing a mix of uses such as commercial and residential.

- Industry--commercial manufacturing, limited commercial, and light commercial land use (CM, M1, and M2).

- Public/Quasi-Public--government offices and similar land uses which provide services of a non-commercial nature.

- Parking--Parking structures (PB) or surface parking lots (P).

The second numerical value in the zoning designation corresponds to the permitted Floor Area Ratio (FAR) and is referred to as a "Height District" in the City Zoning Code. Height District 4 permits an FAR of 13, Height District 3, an FAR of 10, Height District 2, an FAR of 6, and Height District 1, an FAR of 3.

The criteria used to designate parcels as "susceptible to reinvestment" were described in Chapter 1. The development capacity of parcels susceptible to reinvestment is characterized in two ways. First, the maximum amount of development permitted by zoning is given. For example, zoning on a one-acre C4-4 parcel (FAR 13) susceptible to reinvestment would permit floor area of 13

times 43,465 square feet or 566,000 square feet. Second, development at "probable development intensities" (as defined in Chapter 1) is given. For example, development patterns, parcel configuration, and expected use might limit the probable development intensity of the one-acre parcel zoned C4-4 to an FAR of 6. In that case, maximum new development on the parcel at probable development intensities would be six times 43,560 square feet or 261,000 square feet. Residential development is similarly characterized both as development permitted by zoning and development at probable development intensities. All residential development values represent net development from which existing units, that would have to be removed to accommodate new development, have been deducted.

2.5.1 Vermont/Beverly (Alignments 1, 2, 3, 4)

2.5.1.1 Land Use Profile

Existing land use fronting along Vermont Avenue and Beverly Boulevard is low intensity retail, service commercial, and office use surrounded by multi-family residential use (Figures 2-3 to 2-8). A major hotel was recently built one block north of this intersection. The area east of Vermont Avenue is predominately commercial and industrial in character while the area west of Vermont Avenue is predominately residential. A junior high school is located on the east side of Vermont Avenue south of Council Street. The building condition is predominately average with the exception of the new construction near the Hollywood Freeway. The building heights are low rise with some medium rise buildings scattered throughout the area.

2.5.1.2 Land Use Plans and Policies

This site is located within the area of the Wilshire District Plan which designates a neighborhood/office strip along Vermont Avenue, and highway oriented commercial uses along Beverly Boulevard. Limited industrial use is designated for the area east of Vermont Avenue and medium-density residential use (24 to 40 dwelling units per acre) for the area west of Vermont Avenue.

2.5.1.3 Zoning

The property fronting on Vermont Avenue and Beverly Boulevard is zoned for C2 commercial and the area on the west side of Vermont Avenue is zoned R4 multi-family residential (Figure 2-9). The area east of Vermont Avenue is zoned M1 industrial.

2.5.1.4 Areas Susceptible to Reinvestment

The station impact area has six acres, or nine percent of the station area, of underutilized parcels zoned for commercial use. There are 21 acres of residentially zoned land susceptible to redevelopment. Taking into consideration the units that would be displaced, 1950 net dwelling units could be developed on the property.

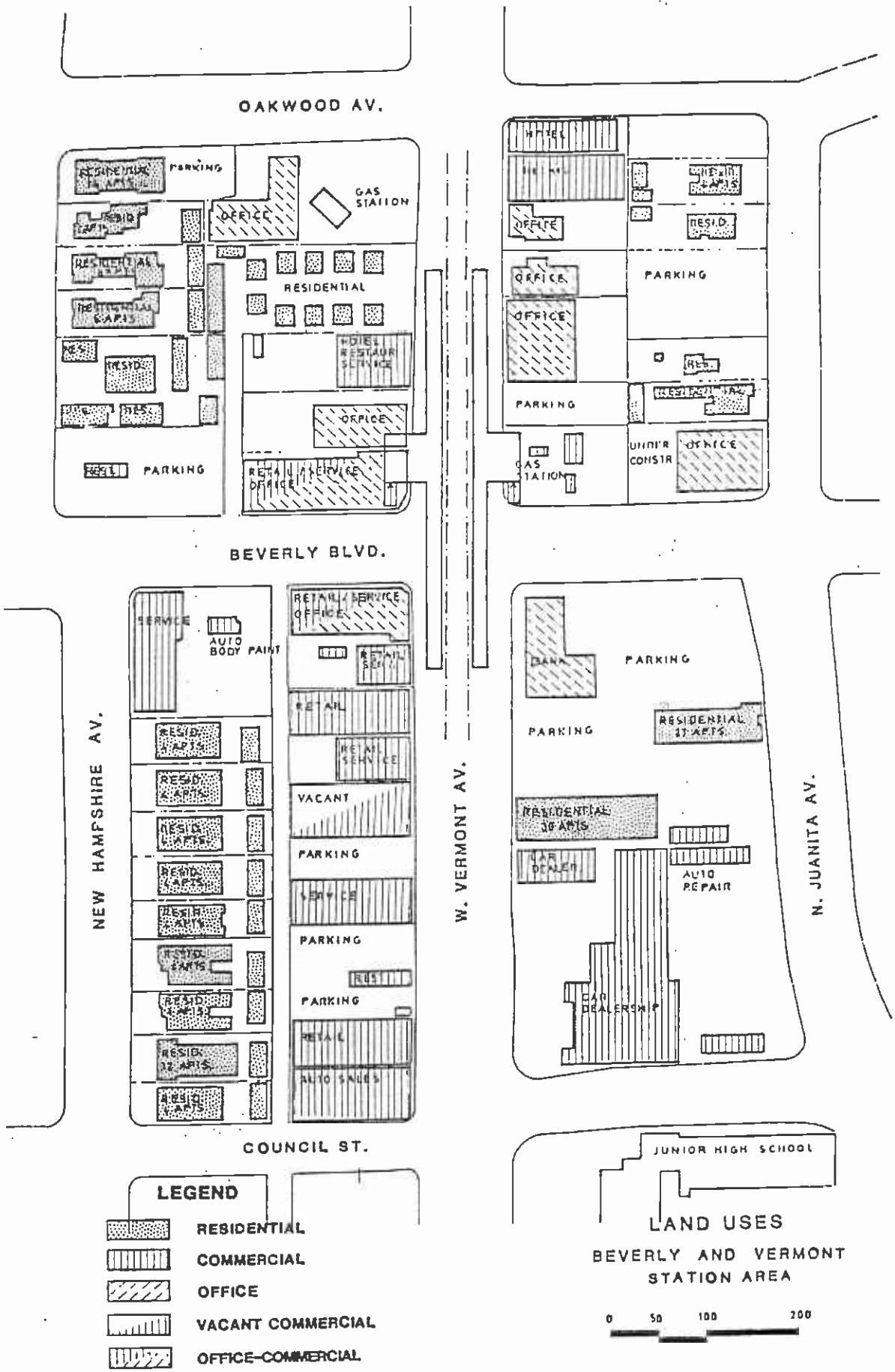

OAKWOOD AV.
BEVERLY BLVD.
COUNCIL ST.
NEW HAMPSHIRE AV.
W. VERMONT AV.
N. JUANITA AV.
PARKING
GAS STATION
OFFICE
RESIDENTIAL
HOTEL
RESTAURANT
SERVICE
RETAIL / SERVICE
AUTO BODY PAINT
VACANT
AUTO SALES
BANK
RESIDENTIAL 37 APTS
RESIDENTIAL 30 APTS
CAR DEALER
AUTO REPAIR
CAR DEALERSHIP
JUNIOR HIGH SCHOOL
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
VACANT COMMERCIAL
OFFICE-COMMERCIAL
LAND USES
BEVERLY AND VERMONT
STATION AREA
0
50
100
200

Figure 2-3

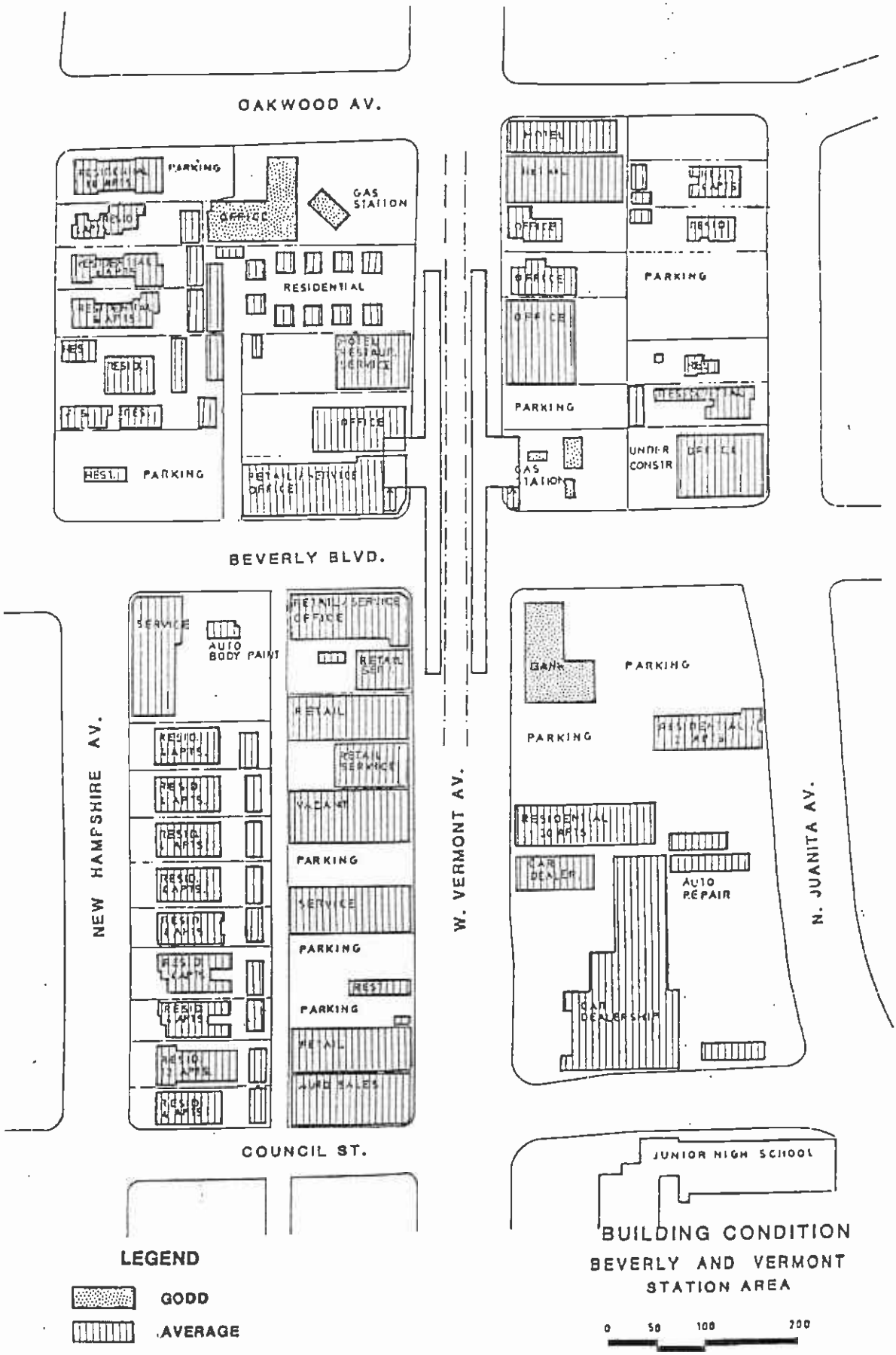

OAKWOOD AV.
PARKING
OFFICE
GAS STATION
RESIDENTIAL
OFFICE
PARKING
RETAIL / SERVICE OFFICE
BEVERLY BLVD.
HOTEL
OFFICE
PARKING
UNDER CONSTR
GAS STATION
SERVICE
AUTO BODY PAINT
RETAIL / SERVICE OFFICE
RETAIL
RETAIL SERVICE
VACANT
PARKING
SERVICE
PARKING
PARKING
RETAIL
AUTO SALES
NEW HAMPSHIRE AV.
W. VERMONT AV.
N. JUANITA AV.
BANK
PARKING
PARKING
RESIDENTIAL
CAR DEALER
AUTO REPAIR
CAR DEALERSHIP
COUNCIL ST.
JUNIOR HIGH SCHOOL
LEGEND
GOOD
AVERAGE
BUILDING CONDITION
BEVERLY AND VERMONT
STATION AREA
0
50
100
200

Figure 2-4

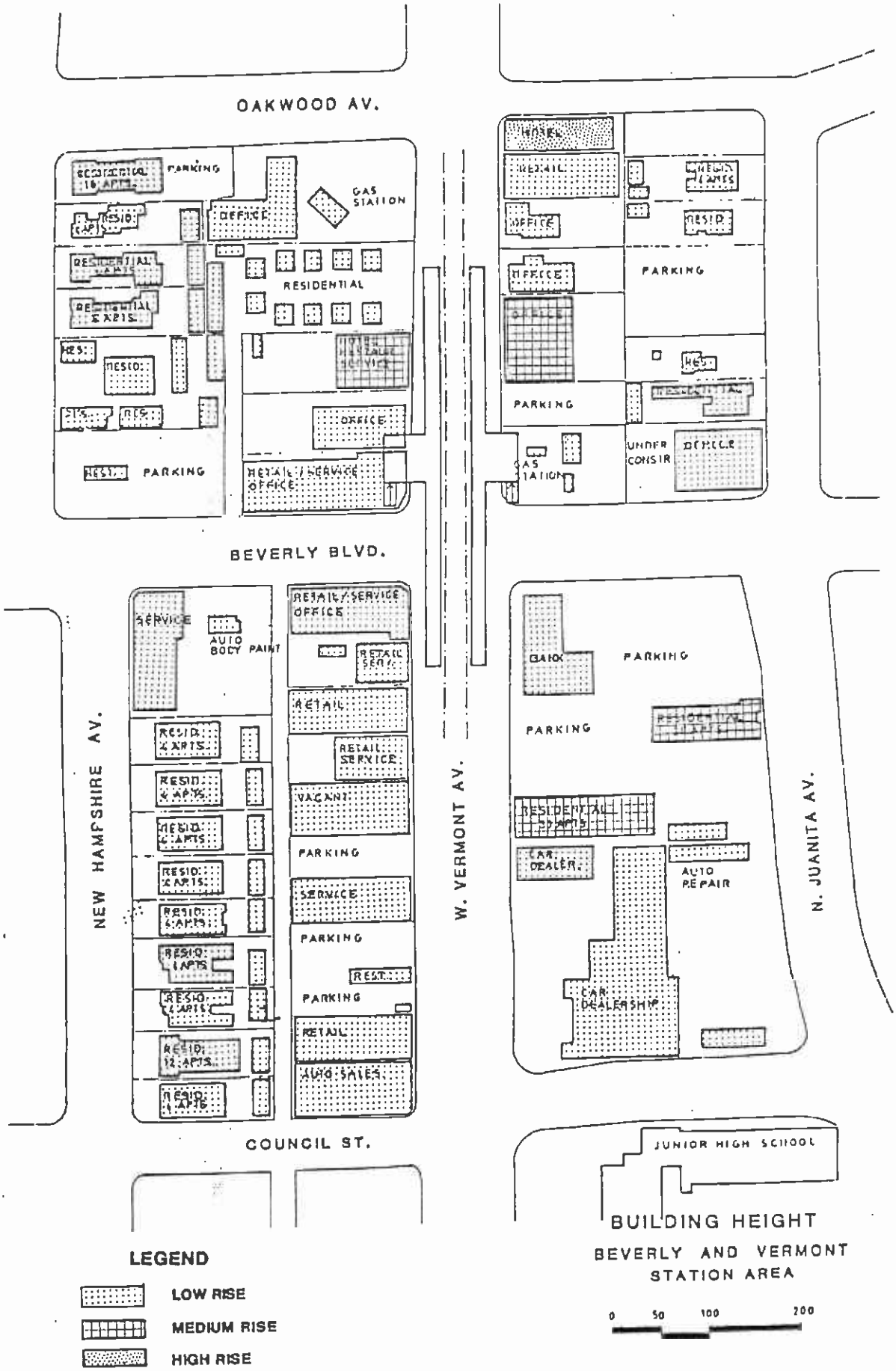

OAKWOOD AV.
BEVERLY BLVD.
COUNCIL ST.
NEW HAMPSHIRE AV.
W. VERMONT AV.
N. JUANITA AV.
PARKING
GAS STATION
RESIDENTIAL
OFFICE
RETAIL / SERVICE OFFICE
SERVICE
AUTO BODY PAINT
RETAIL
RETAIL SERVICE
VACANT
REST.
AUTO SALES
CAR DEALER
AUTO REPAIR
CAR DEALERSHIP
UNDER CONSTR
JUNIOR HIGH SCHOOL
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
BUILDING HEIGHT
BEVERLY AND VERMONT
STATION AREA
0
50
100
200

Figure 2-5

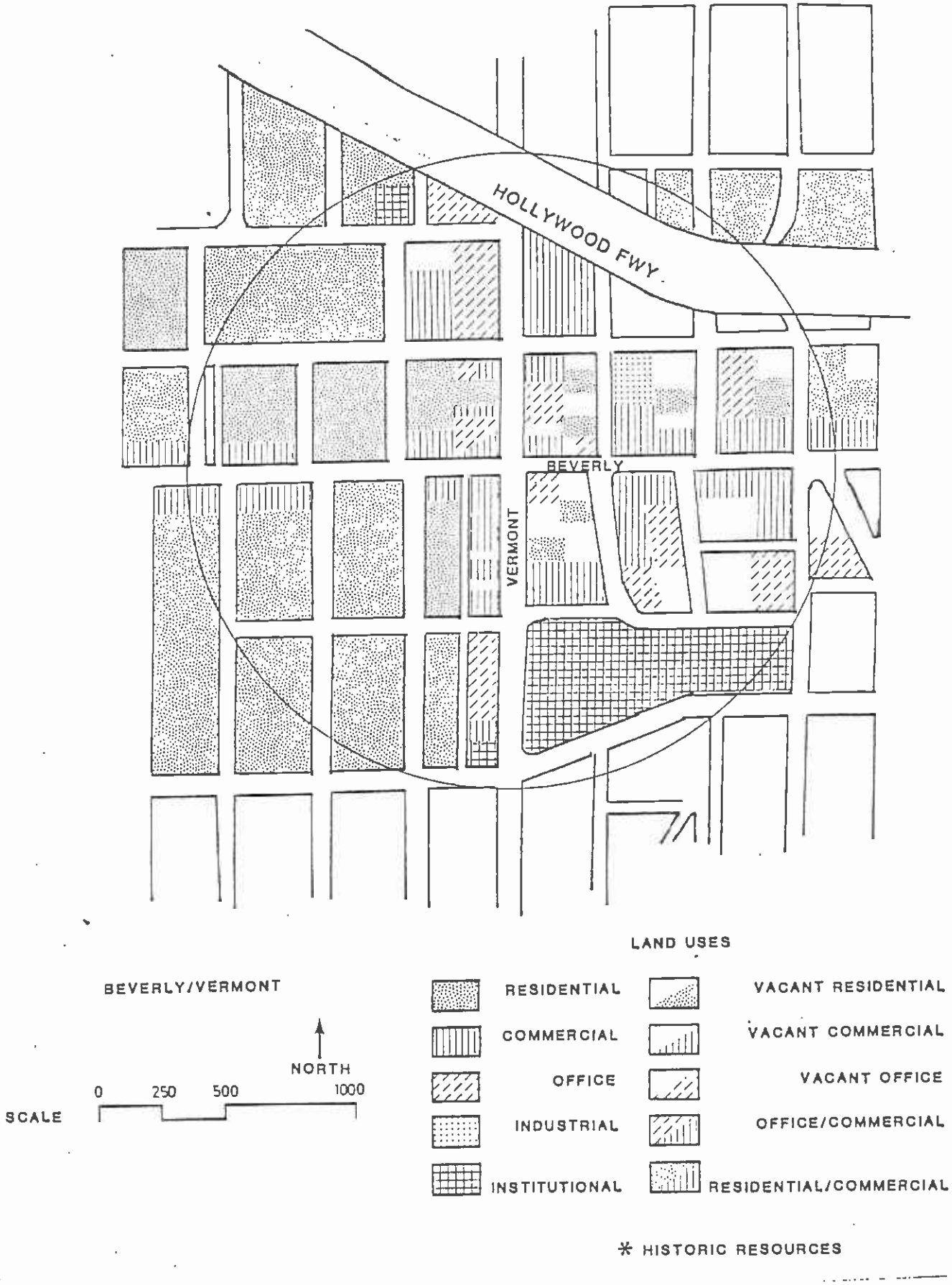
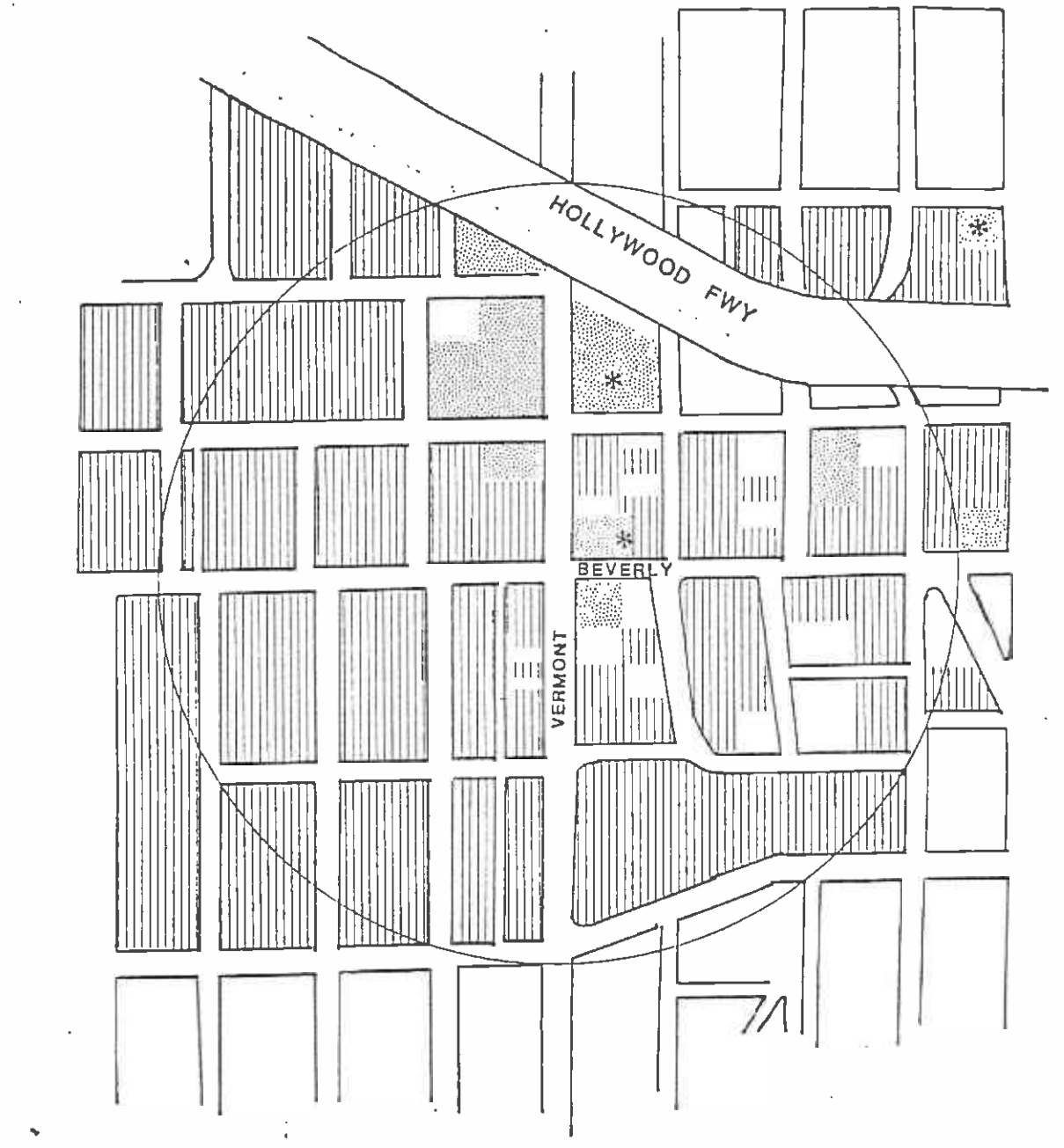

HOLLYWOOD FWY.
BEVERLY
VERMONT
BEVERLY/VERMONT
NORTH
0
250
500
1000
SCALE
LAND USES
RESIDENTIAL
COMMERCIAL
OFFICE
INDUSTRIAL
INSTITUTIONAL
VACANT RESIDENTIAL
VACANT COMMERCIAL
VACANT OFFICE
OFFICE/COMMERCIAL
RESIDENTIAL/COMMERCIAL
* HISTORIC RESOURCES

Figure 2-6



BEVERLY/VERMONT

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-7

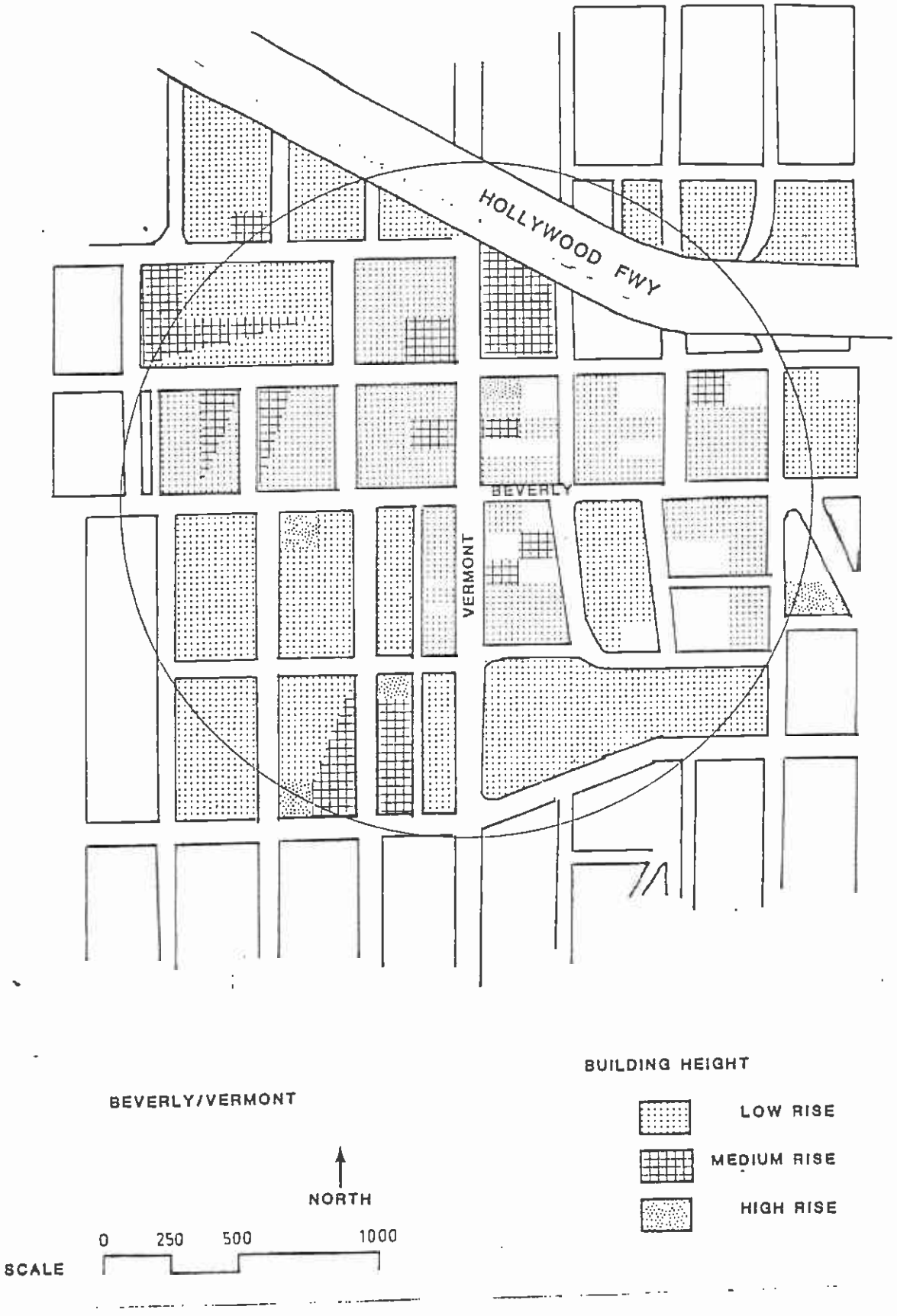
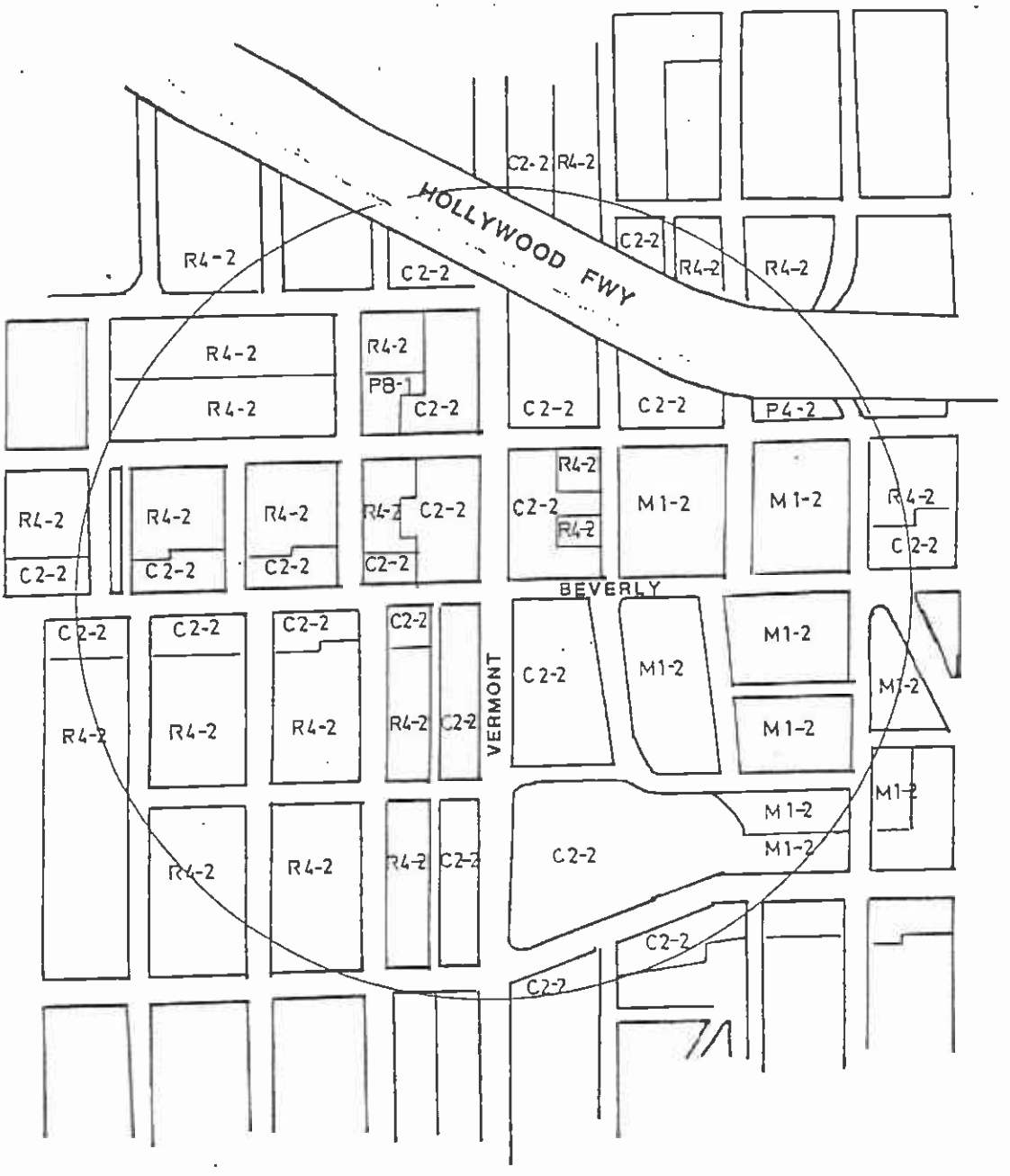

HOLLYWOOD FWY
BEVERLY
VERMONT
BEVERLY/VERMONT
NORTH
0
250
500
1000
SCALE
BUILDING HEIGHT
LOW RISE
MEDIUM RISE
HIGH RISE

Figure 2-8



BEVERLY/VERMONT

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-9

2.5.2 Vermont/Santa Monica Station (Alignments 1, 2, 3, 4)

2.5.2.1 Land Use Profile

Retail and service commercial uses are located along Vermont Avenue and Santa Monica Boulevard (Figures 2-10 to 2-15). A neighborhood shopping center is located on the northeast corner of the intersection. Los Angeles City College is located on block south of the station on Vermont Avenue. Single and multi-family residential uses surround the commercial area. The building condition is average and the building height is low rise.

2.5.2.2 Land Use Plans and Policies

The station area is located within the Hollywood Community Plan which designates Vermont Avenue and Santa Monica Boulevard, within the station area, for neighborhood and office commercial use. Medium-density residential use (24 to 40 dwelling units per acre) is shown in three quadrants surrounding the intersection. High medium residential use (40 to 60 dwelling units an acre) is shown on the east side of Vermont Avenue south of the commercial area.

2.5.2.3 Zoning

The frontage of Santa Monica Boulevard and Vermont Avenue is zoned C2 (see Figure 2-16). The surrounding area is zoned R4.

2.5.2.4 Areas Susceptible to Reinvestment

The station area contains fifteen acres of underutilized parcel area zoned for commercial use which represents 21 percent of the total area. Fifty-three acres zoned for residential use are underutilized. This is equal to 73 percent of the station area. On the underutilized residential area, it is possible to have development of 4,880 net dwelling units.

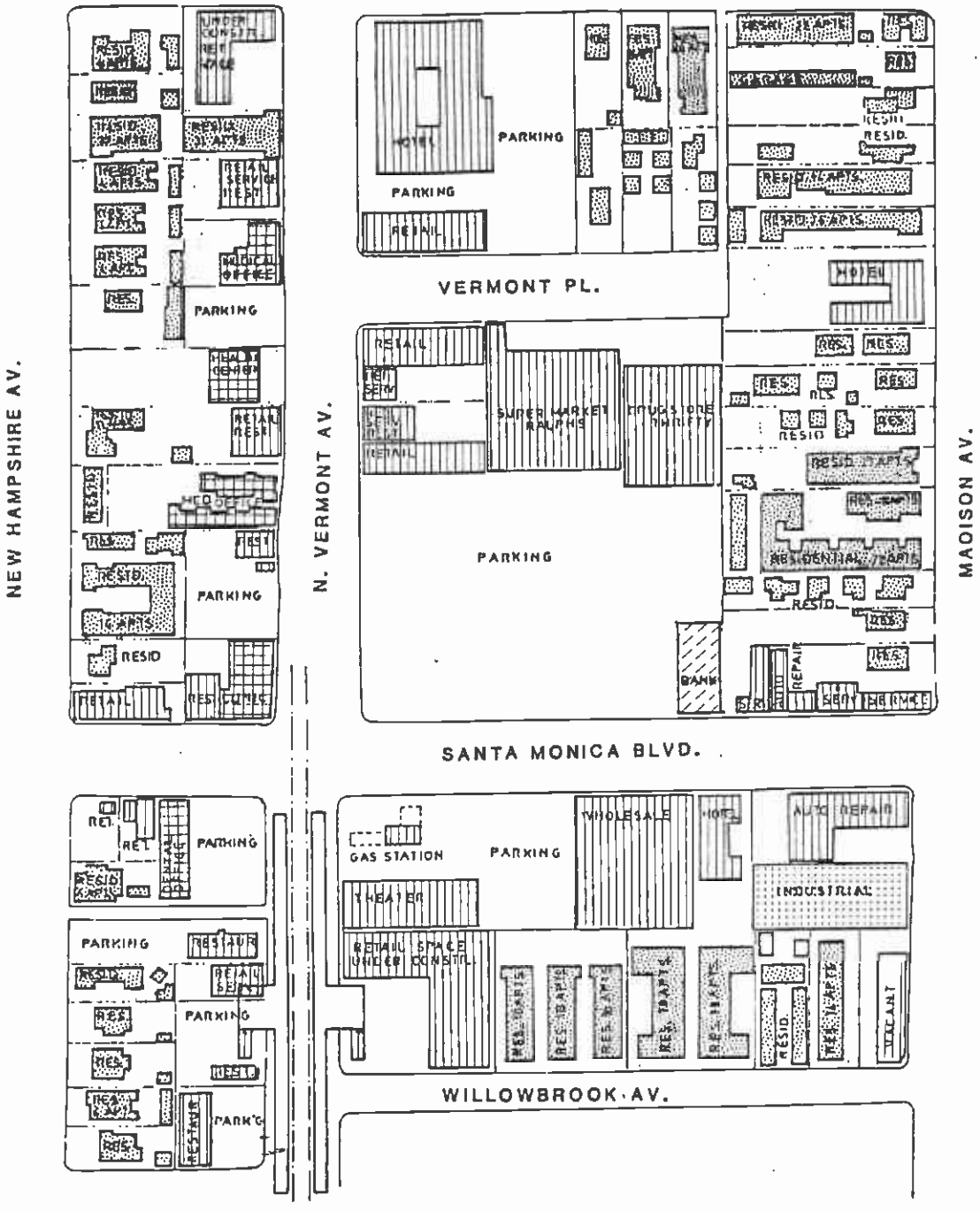
2.5.3 Sunset/Edgemont (Alignment 4)

2.5.3.1 Land Use Profile

A medical complex and related uses are located on Sunset Boulevard in this area (Figures 2-17 to 2-22). A large religious institution is located on the south side of Sunset Boulevard. Single- and multi-family residential uses are located along Edgemont Boulevard north and south of the hospital/commercial area. Barnsdall Park is located in the northeast section of the impact area. The building condition for the medical buildings in the area is good, the buildings in the remainder of the area are in average condition. The residential area is developed with low rise buildings, the medical buildings are medium and high rise.

2.5.3.2 Land Use Plans and Policies

This station is located in the Hollywood Community Plan Area which designates Sunset Boulevard east of Kenmore Avenue for community commercial use. Sunset Boulevard west of Kenmore Avenue is designated for neighborhood and office commercial use. High density residential use (60 to 80 dwelling units per acre) surrounds the commercial designation. Barnsdall Park is recognized on the



SANTA MONICA BLVD AND VERMONT STATION AREA

Figure 2-10

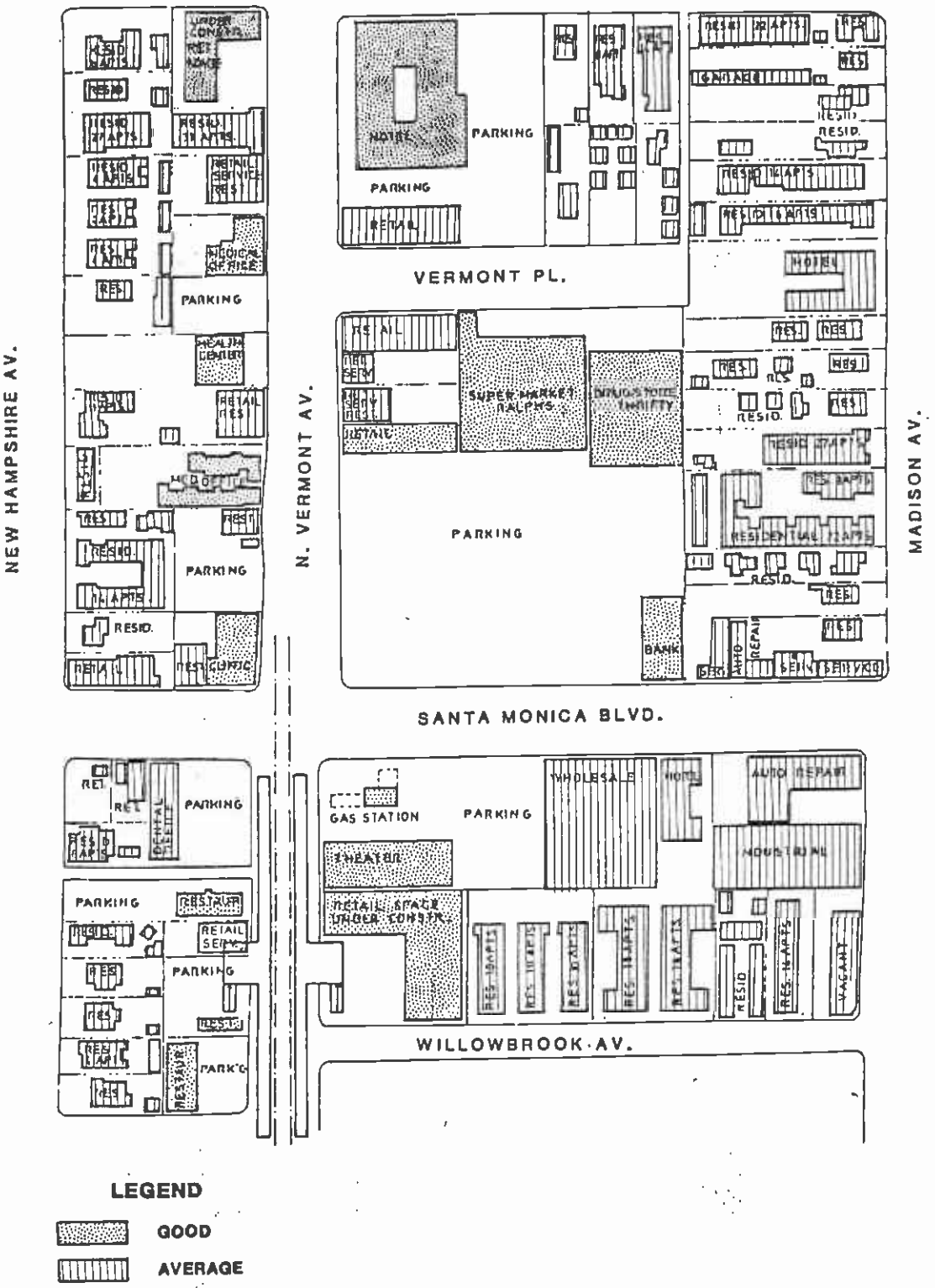
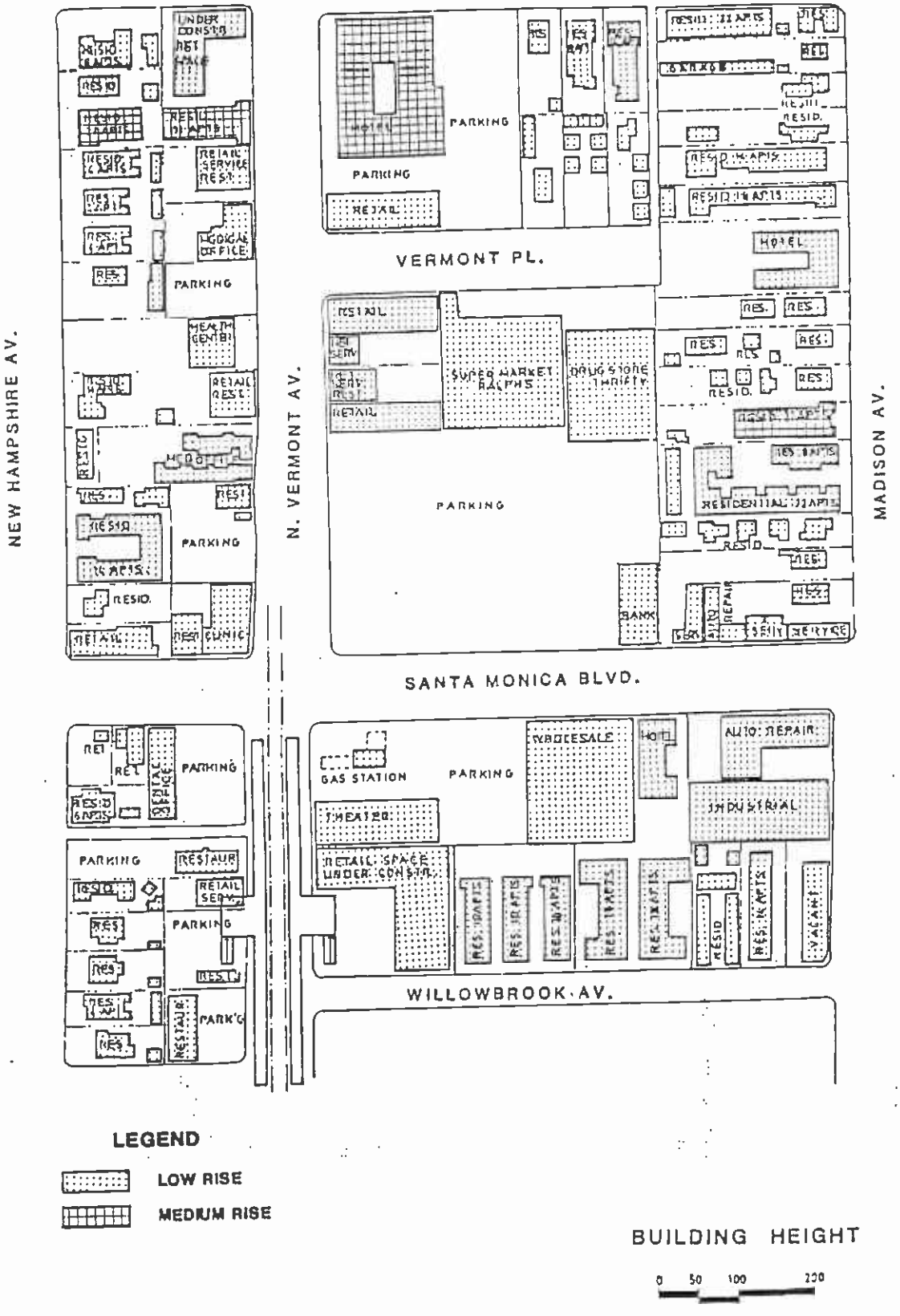
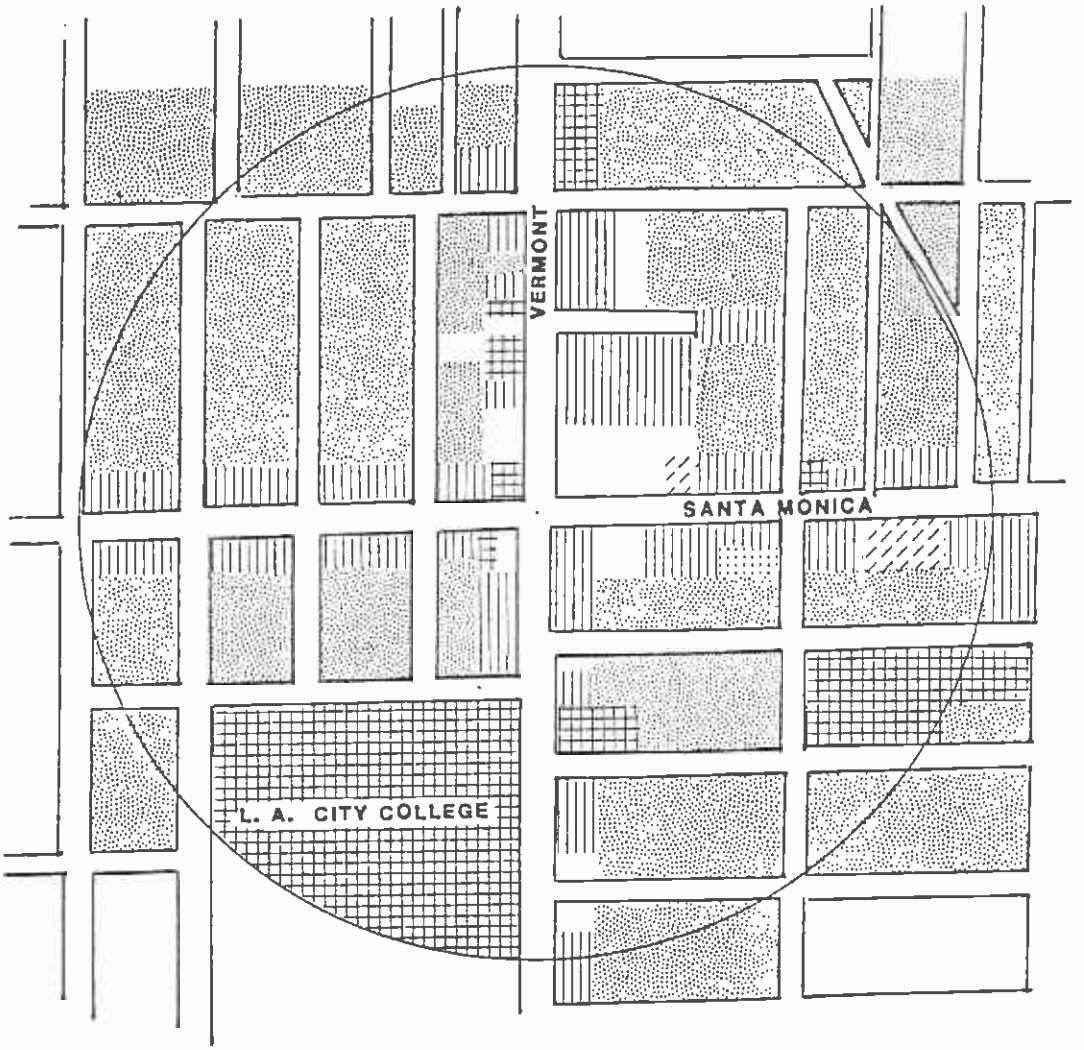

NEW HAMPSHIRE AV.
N. VERMONT AV.
MADISON AV.
VERMONT PL.
SANTA MONICA BLVD.
WILLOWBROOK AV.
PARKING
RESID.
RETAIL
SUPER MARKET RALPHS
DRUGSTORE THRIFTY
BANK
HOTEL
GAS STATION
THEATER
WHOLESALE
AUTO REPAIR
INDUSTRIAL
VACANT
LEGEND
GOOD
AVERAGE
BUILDING CONDITION
0 50 100 200
SANTA MONICA BLVD AND VERMONT
STATION AREA

Figure 2-11



SANTA MONICA BLVD AND VERMONT STATION AREA

Figure 2-12



SANTA MONICA/VERMONT

NORTH

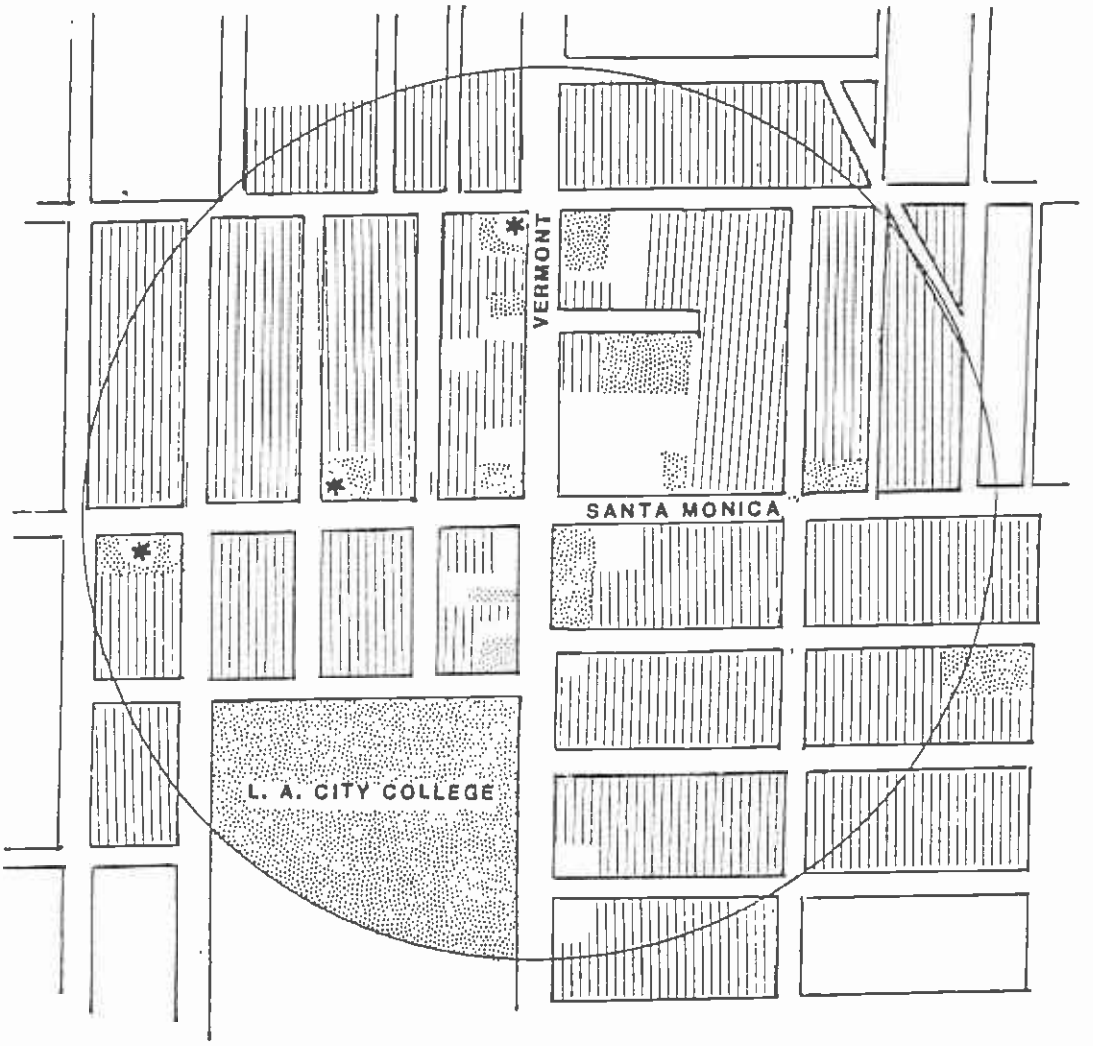
SCALE 0 250 500 1000

LAND USES

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL
- VACANT RESIDENTIAL
- VACANT COMMERCIAL
- VACANT OFFICE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-13



SANTA MONICA/VERMONT

NORTH

0 250 500 1000

SCALE

BUILDING CONDITION

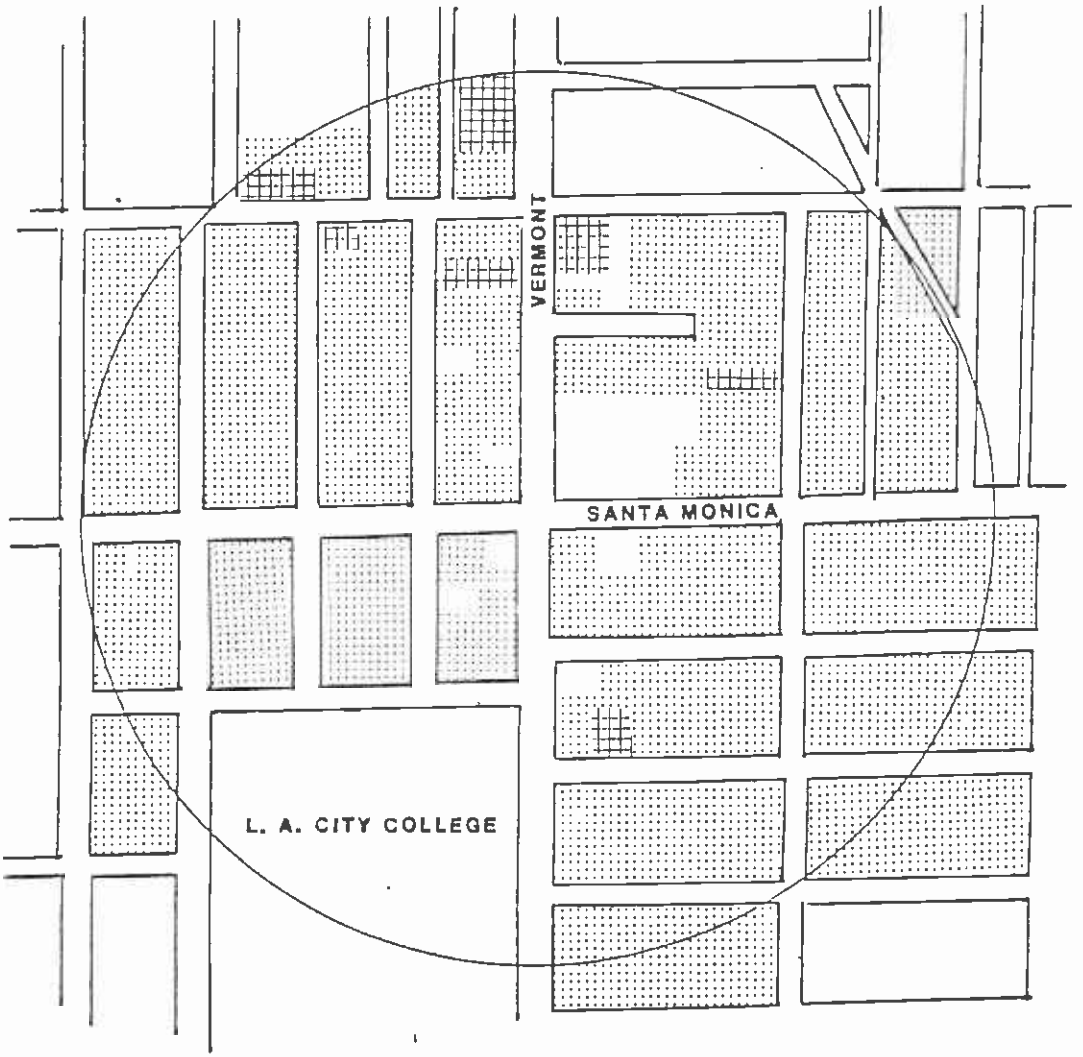
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-14



SANTA MONICA/VERMONT

NORTH

SCALE 0 250 500 1000

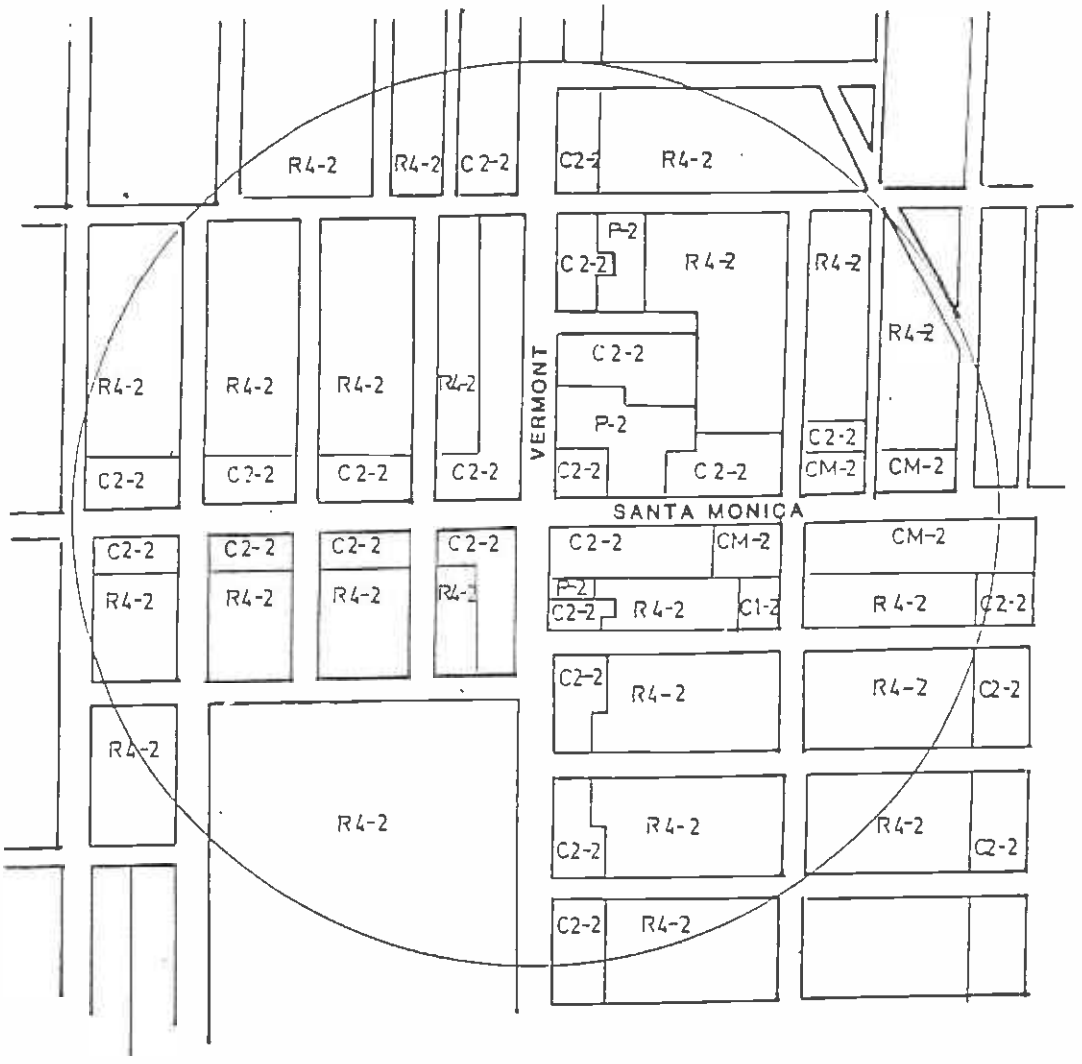
BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-15



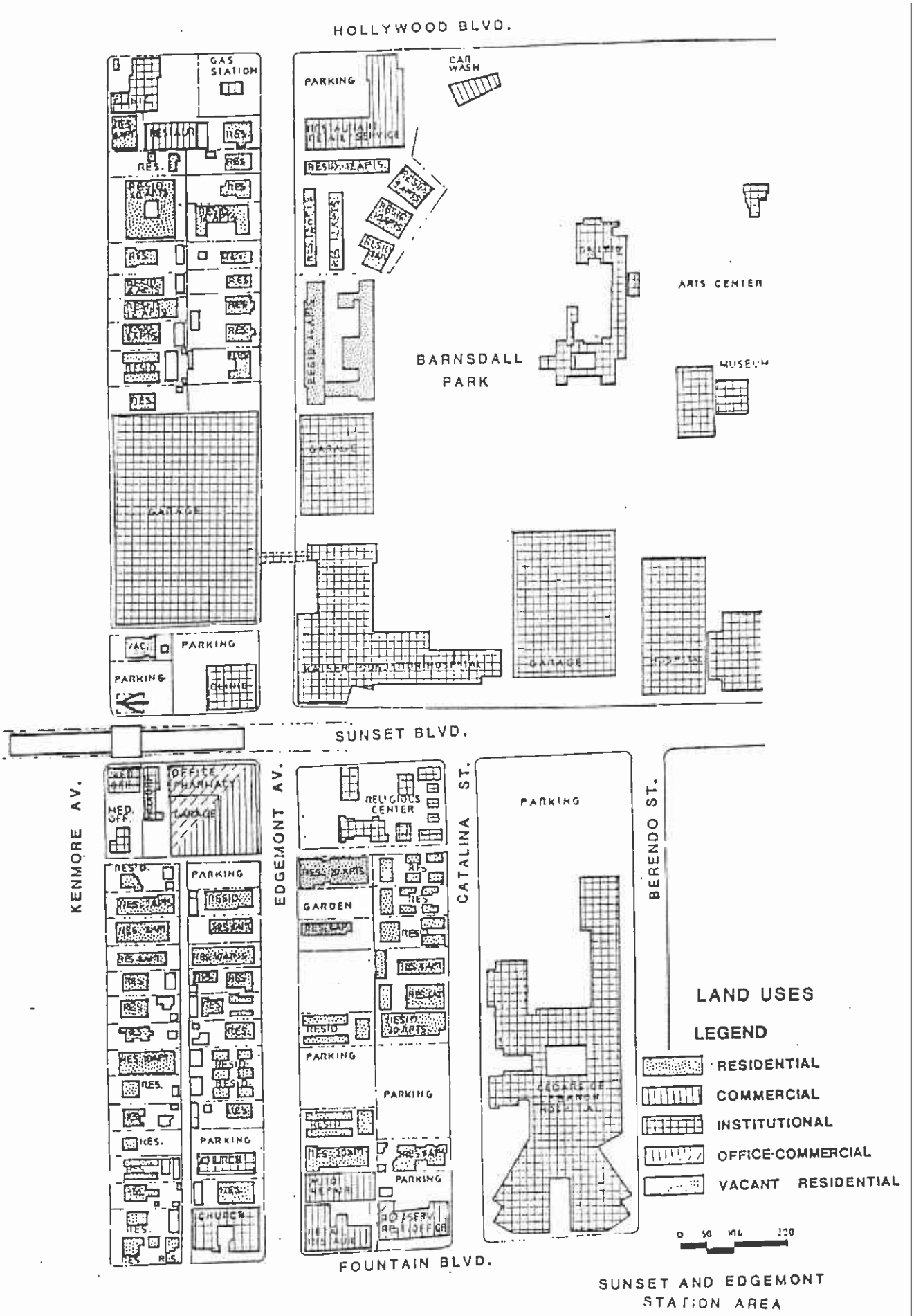
SANTA MONICA/VERMONT

NORTH

ZONING CLASSIFICATION

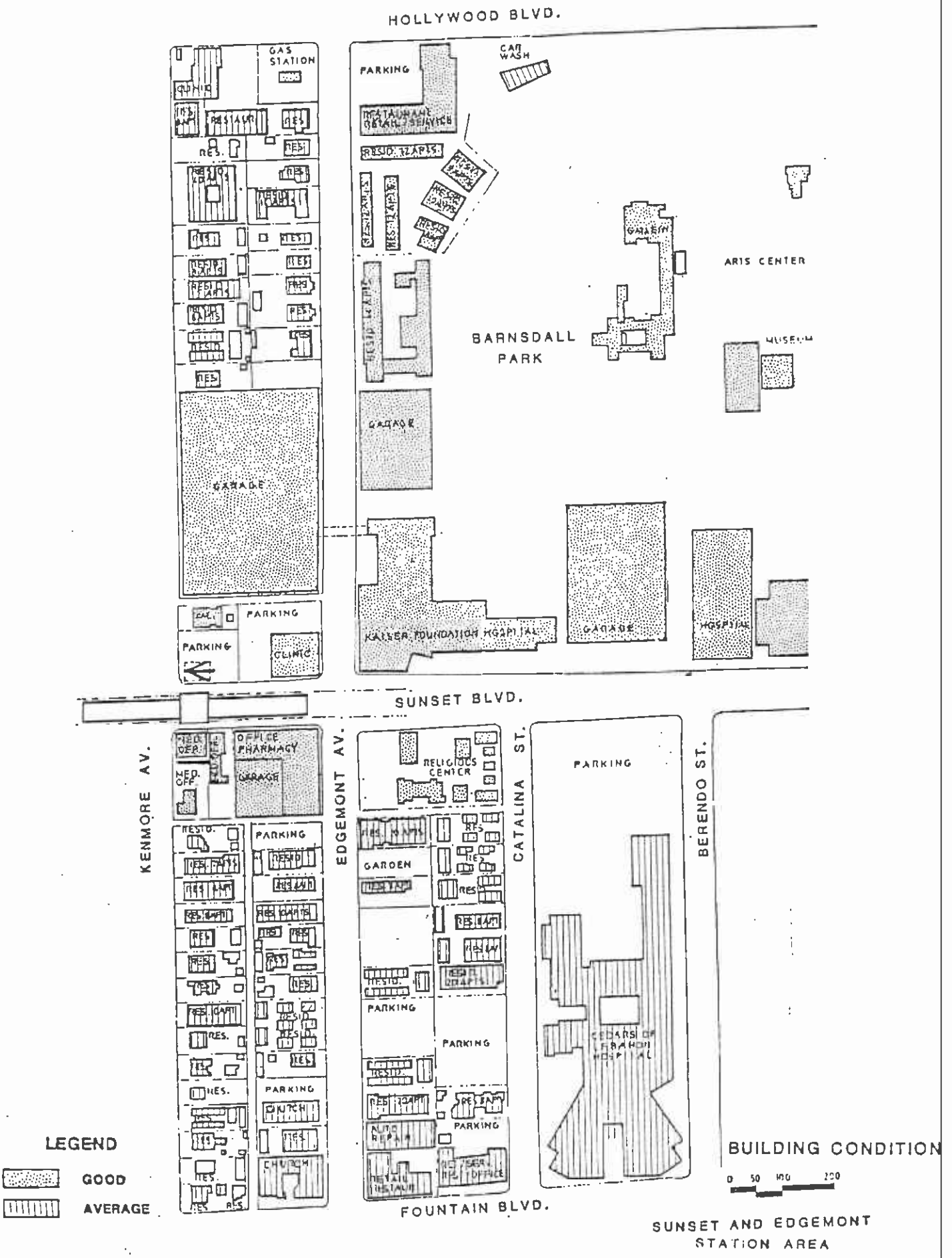
SCALE 0 250 500 1000

Figure 2-16



SUNSET AND EDGEMONT STATION AREA

Figure 2-17



SUNSET AND EDGEMONT STATION AREA

Figure 2-18

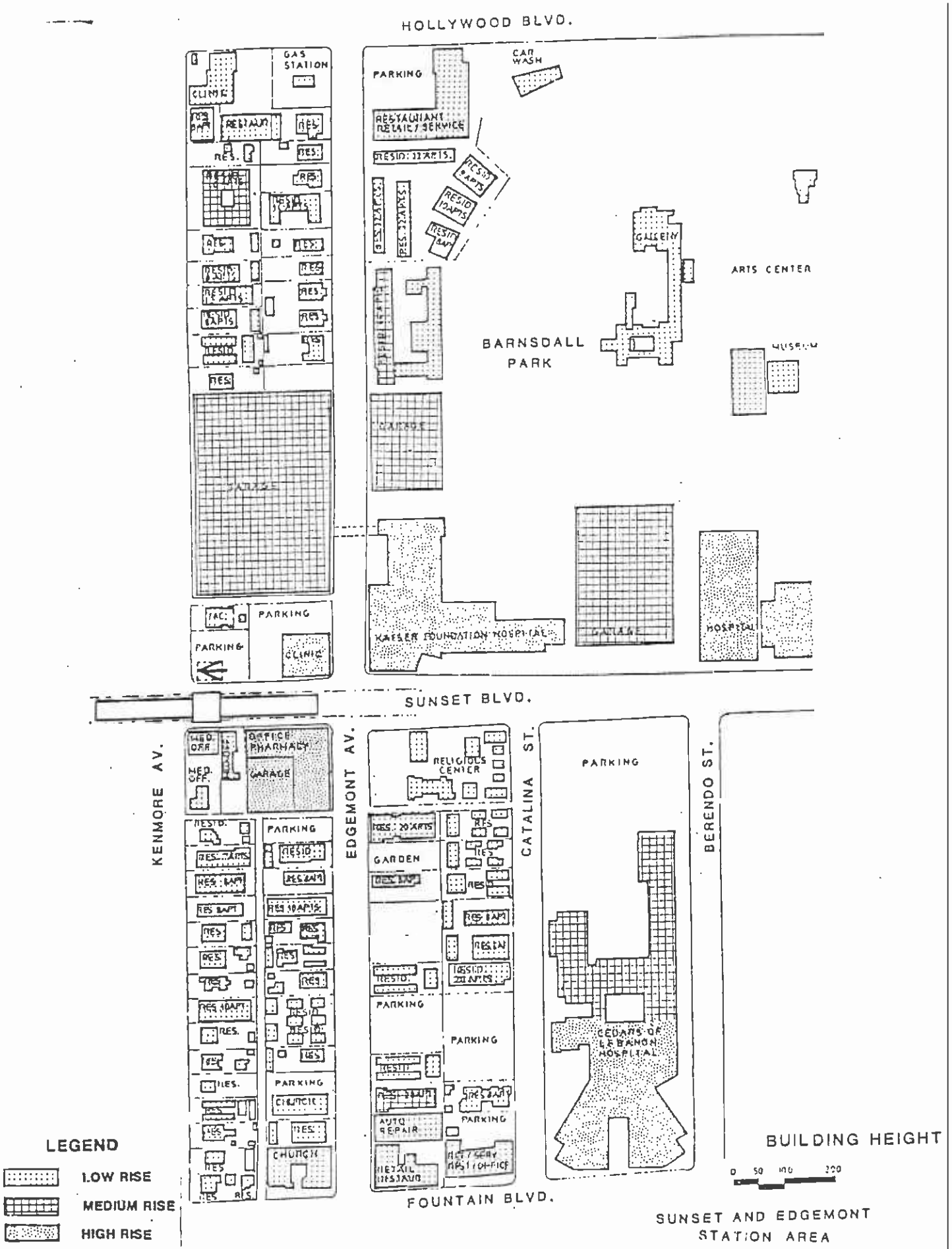
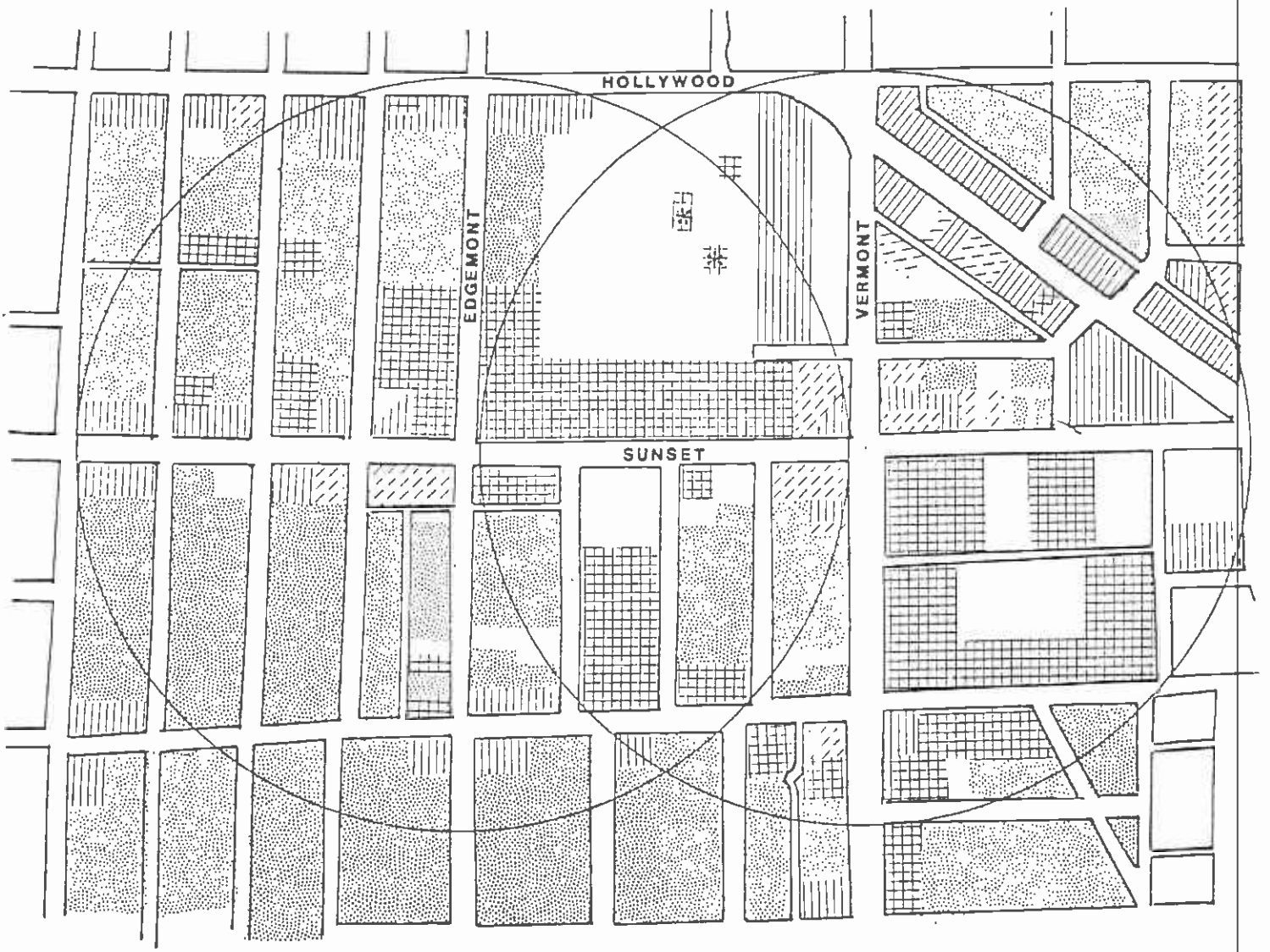

HOLLYWOOD BLVD.
GAS STATION
CLINIC
RESTAURANT
PARKING
CAR WASH
RESTAURANT RETAIL / SERVICE
RESID. 22 APTS.
RESID. 9 APTS
RESID. 10 APTS
RESID. 8 APTS
GALLERY
ARTS CENTER
BARNSDALL PARK
MUSEUM
GARAGE
PARKING
CLINIC
KAISER FOUNDATION HOSPITAL
GARAGE
HOSPITAL
SUNSET BLVD.
KENMORE AV.
EDGEMONT AV.
CATALINA ST.
BERENDO ST.
MED. OFF.
OFFICE PHARMACY
GARAGE
RESID.
RES. APTS
RES. 10 APTS
RES.
PARKING
CHURCH
RELIGIOUS CENTER
RES. 20 APTS
GARDEN
RES. 8 APTS
RESID. 22 APTS
PARKING
AUTO REPAIR
RETAIL / SERV. OFFICE
RESID. RESTAURANT
CEDARS OF LEBANON HOSPITAL
FOUNTAIN BLVD.
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
BUILDING HEIGHT
0 50 100 200
SUNSET AND EDGEMONT STATION AREA

Figure 2-19



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

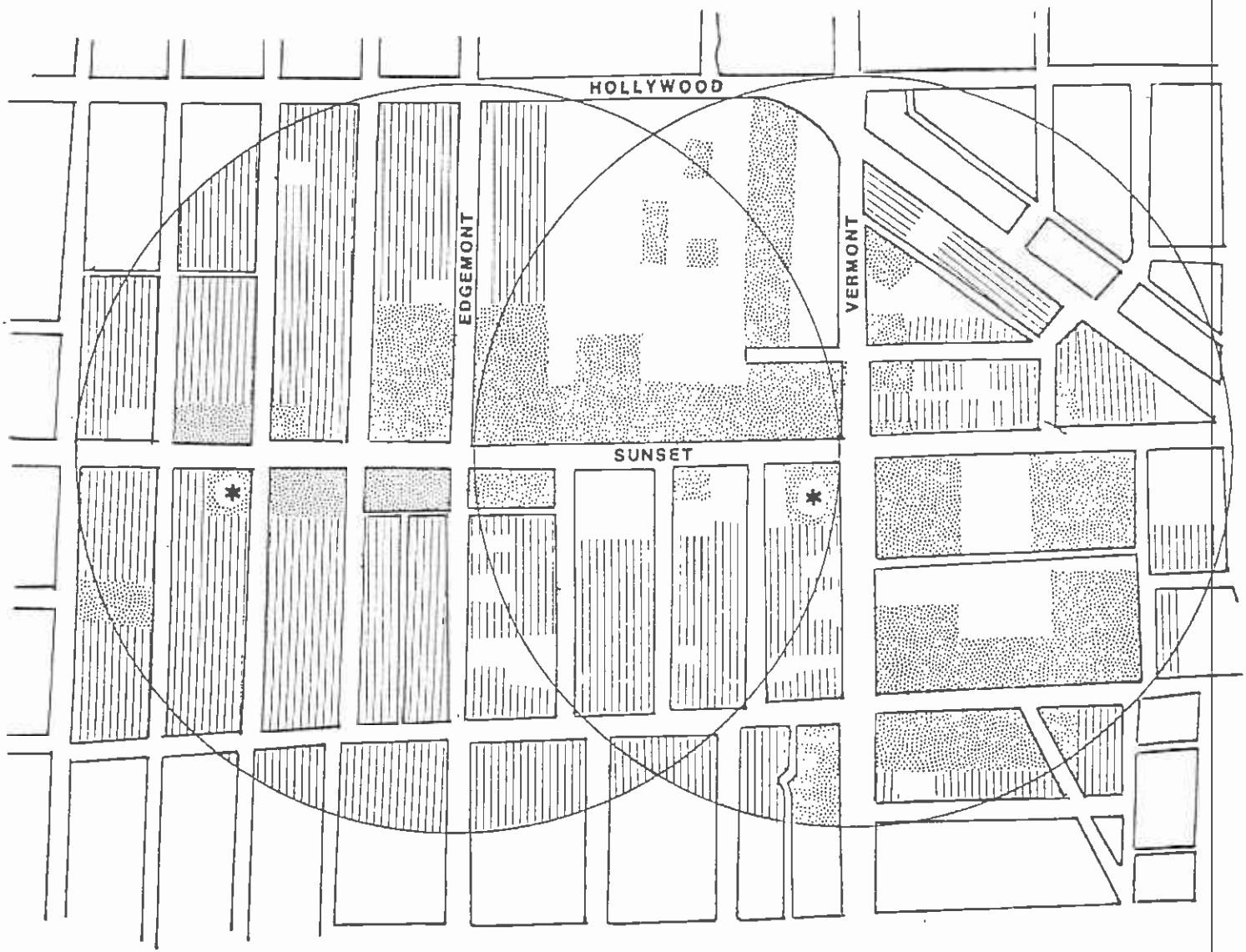
SCALE 0 250 500 1000

LAND USES

RESIDENTIAL	VACANT RESIDENTIAL
COMMERCIAL	VACANT COMMERCIAL
OFFICE	VACANT OFFICE
INDUSTRIAL	OFFICE/COMMERCIAL
INSTITUTIONAL	RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-20



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

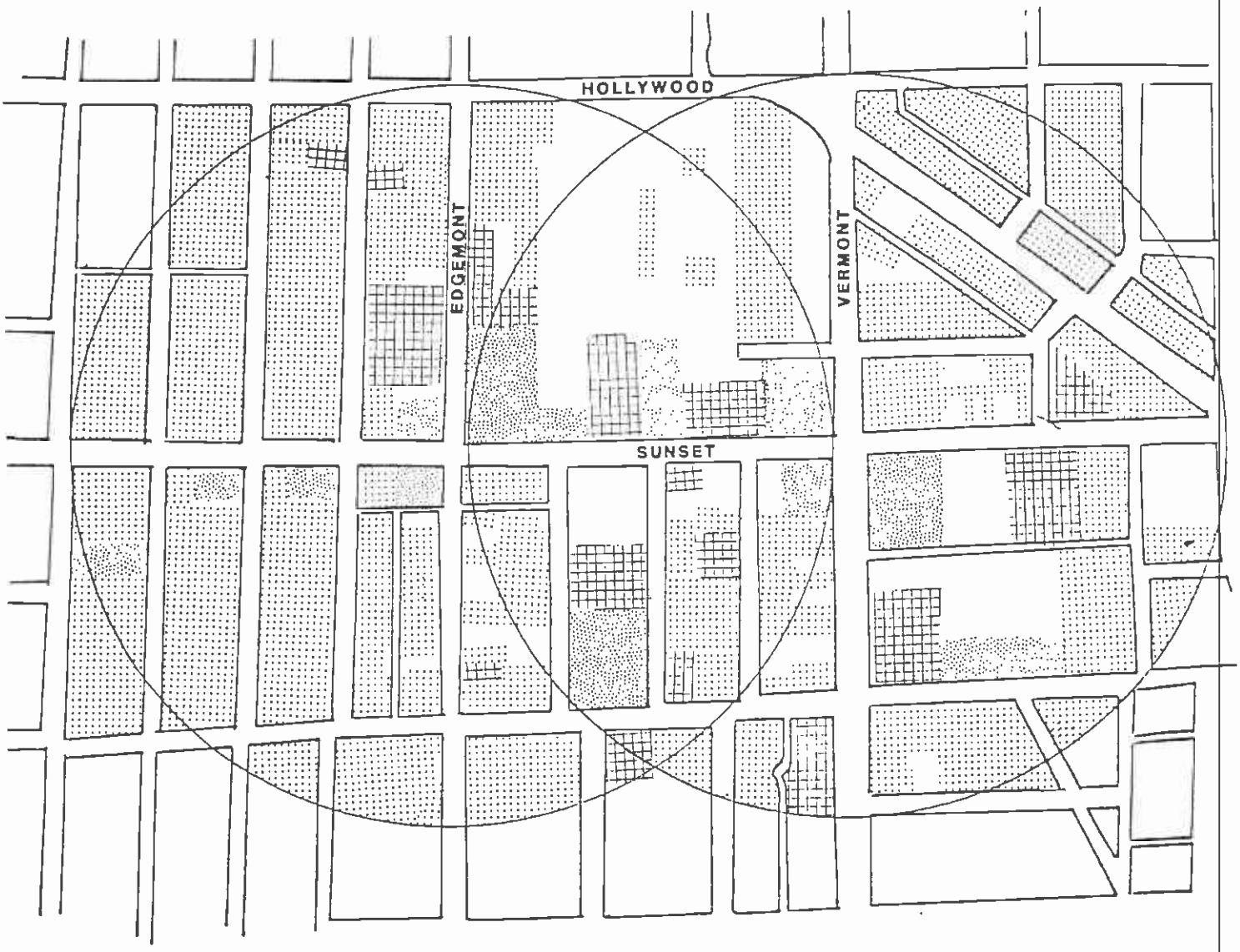
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-21



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

SCALE 0 250 500 1000

BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-22

Community Plan.

2.5.3.3 Zoning

The frontage along Sunset Boulevard is zoned C2, commercial (Figure 2-23). The remaining station area is zoned R4, residential.

2.5.3.4 Areas Susceptible to Reinvestment

There are fifteen acres susceptible to reinvestment which are zoned for commercial use in the station impact area. This constitutes 22 percent of the station area. There are 23 acres, 33 percent of the station area, zoned for residential use which are underutilized, 33 percent of the station area. Taking into consideration the units which would be displaced, 2,110 net dwelling units could be built on this property.

2.5.4 Sunset/Western (Alignment 4)

2.5.4.1 Land Use Profile

A community shopping center is located on the southwest corner of Sunset Boulevard and Western Avenue, a vacant discount department store on the southeast corner, two motels, retail and service and retail commercial uses are located in the northeast quadrant, and a retail hardware and building supply store is located in the northwest quadrant (Figures 2-24 to 2-29). The surrounding area to the north is predominately residential, the area to the south is a mix of commercial, institutional, office and residential uses. The area is developed with low rise buildings in average to good condition.

2.5.4.2 Land Use Plans and Policies

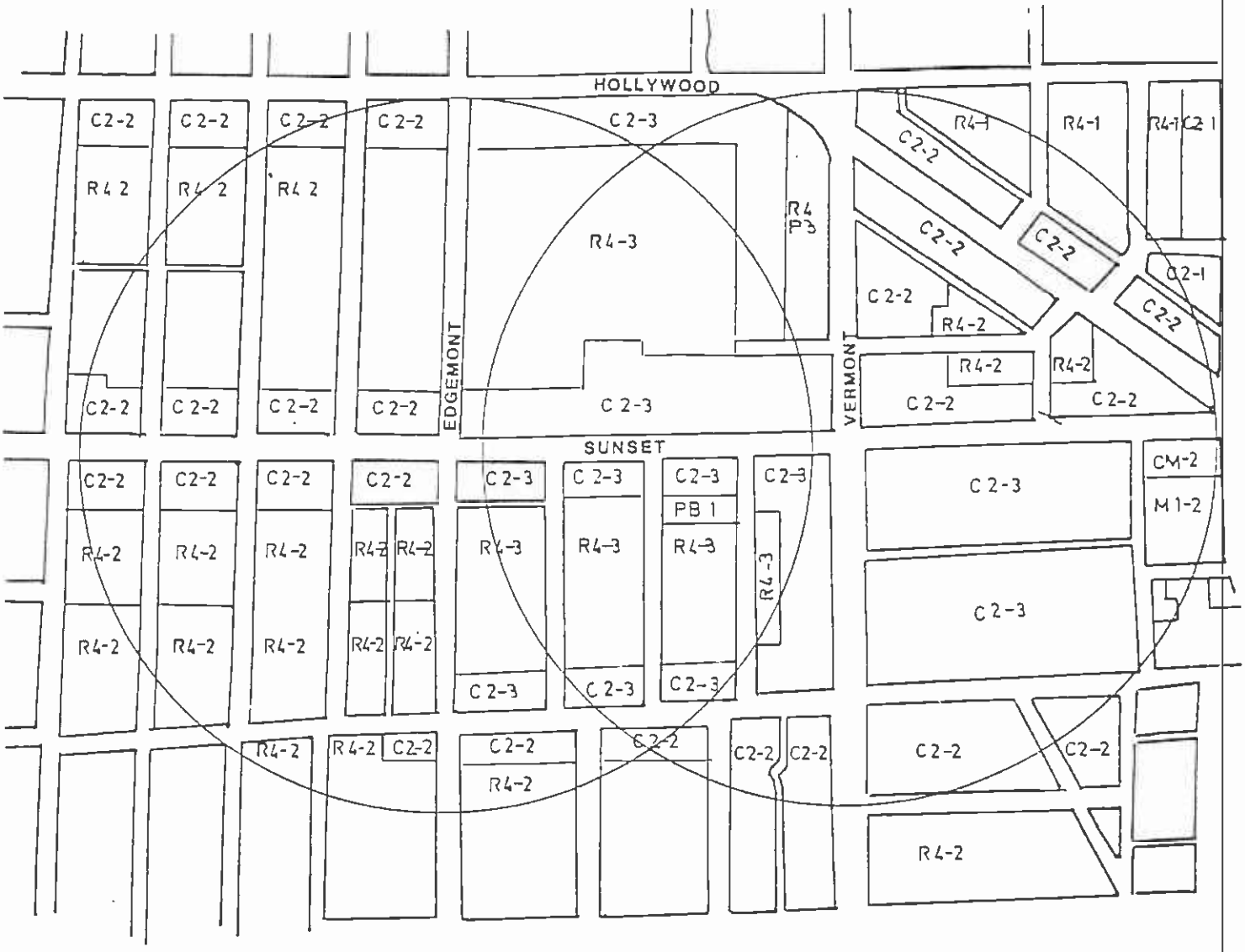
The Hollywood Community Plan shows highway oriented commercial use appropriate for the intersection surrounded by high-density (60 to 80 dwelling units per acre) for residential use. The area is located in the CRA Hollywood Redevelopment Area, the plan which designates the north side of Sunset for community commercial use and the south side for commercial manufacturing. Commercial manufacturing includes the motion picture production uses.

2.5.4.3 Zoning

The property on the southeast and southwest quadrants of Sunset Boulevard and Western Avenue is zoned M1 industrial (Figure 2-30). The remainder of the area is zoned C2 commercial and R4 residential.

2.5.4.4 Areas Susceptible to Reinvestment

The station impact area has eighteen acres of commercially zoned land susceptible to reinvestment. This represents 28 percent of the station area. There are 20 acres of residentially zoned land which are underutilized on which 1,890 dwelling units could be developed taking into consideration units which would be displaced.



SUNSET/VERMONT

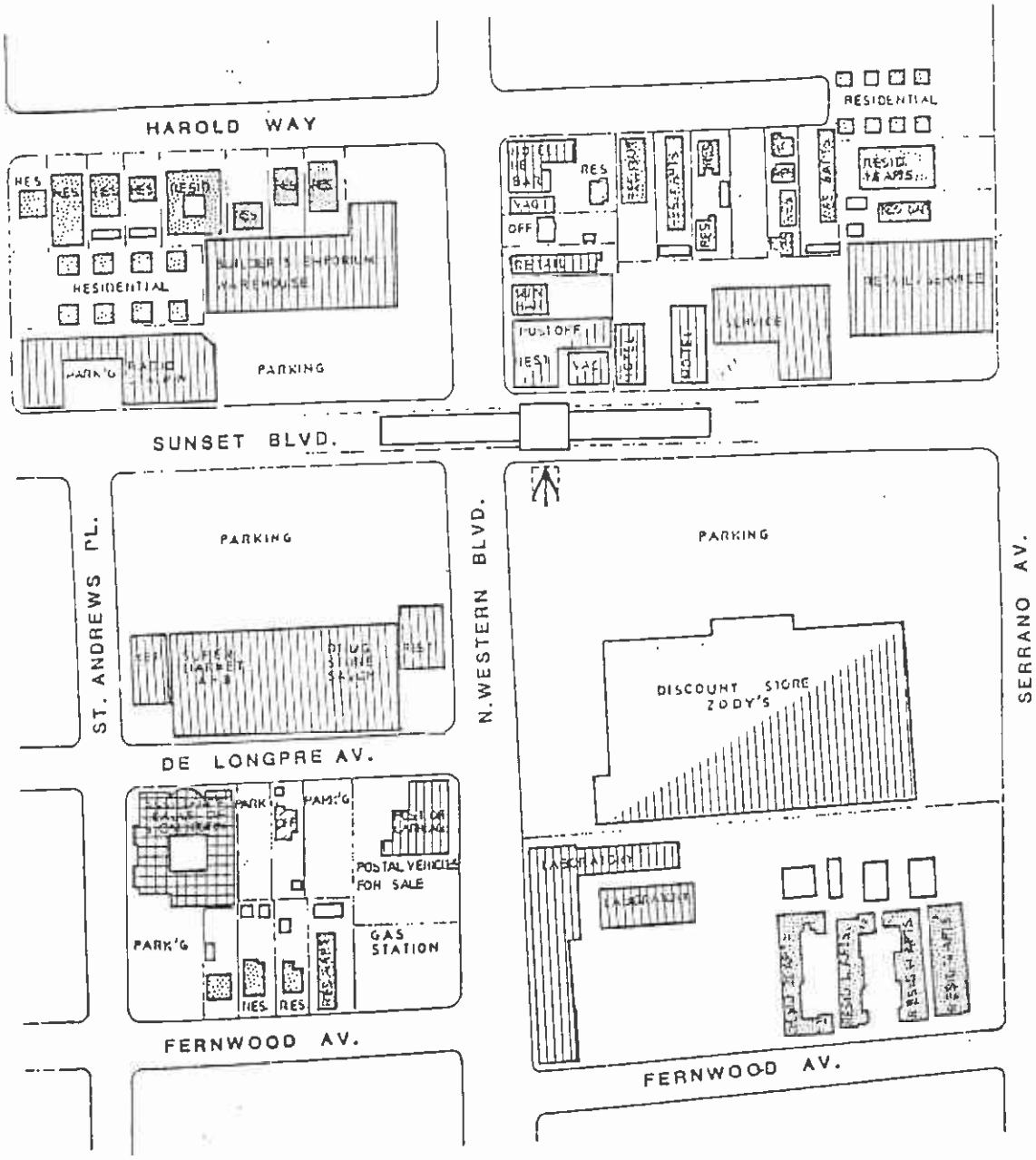
SUNSET/EDGEMONT

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-23



LEGEND

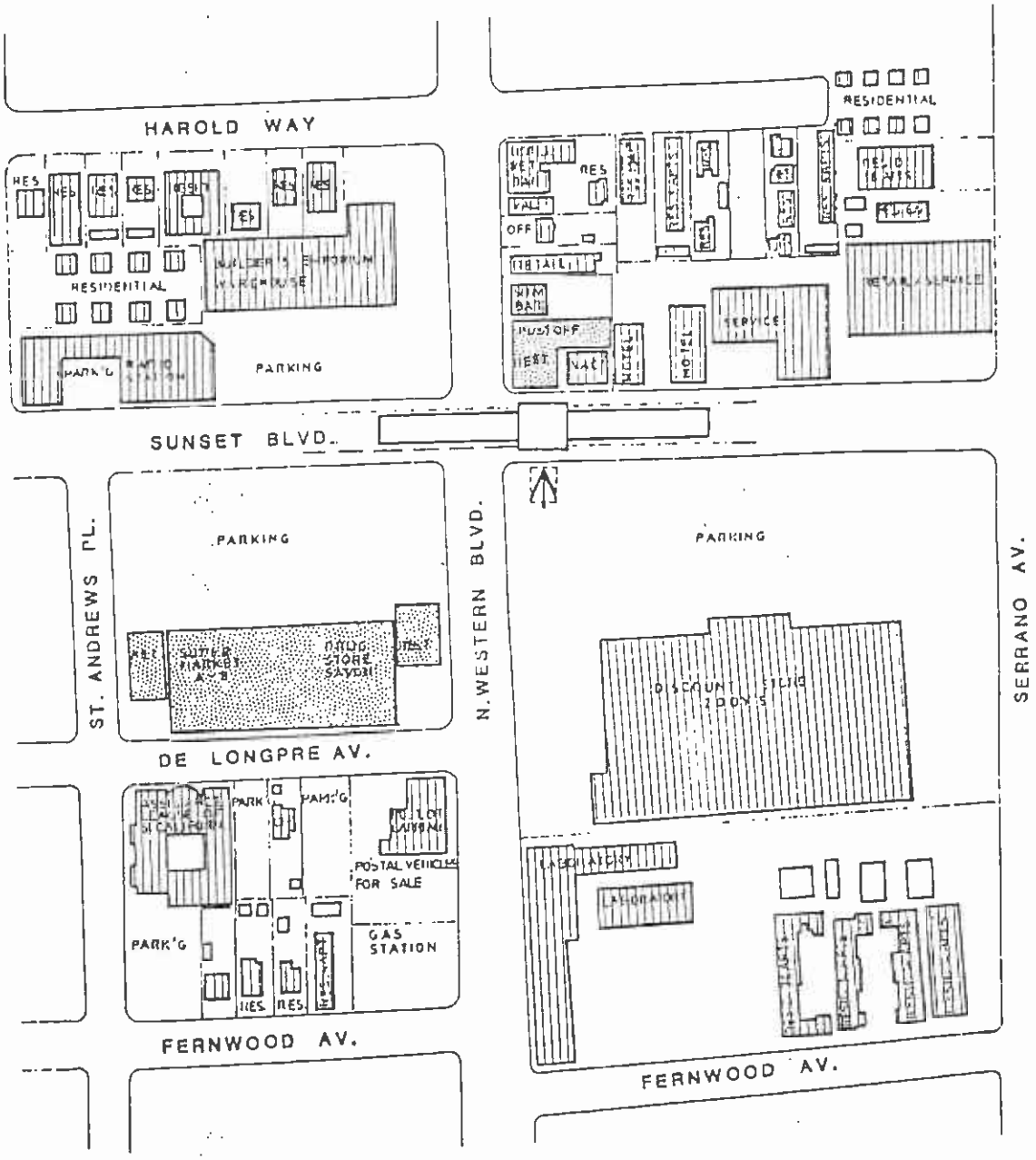
- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INSTITUTIONAL
- VACANT COMMERCIAL

LAND USES

0 50 100 200

SUNSET AND WESTERN STATION AREA

Figure 2-24



LEGEND

GOOD

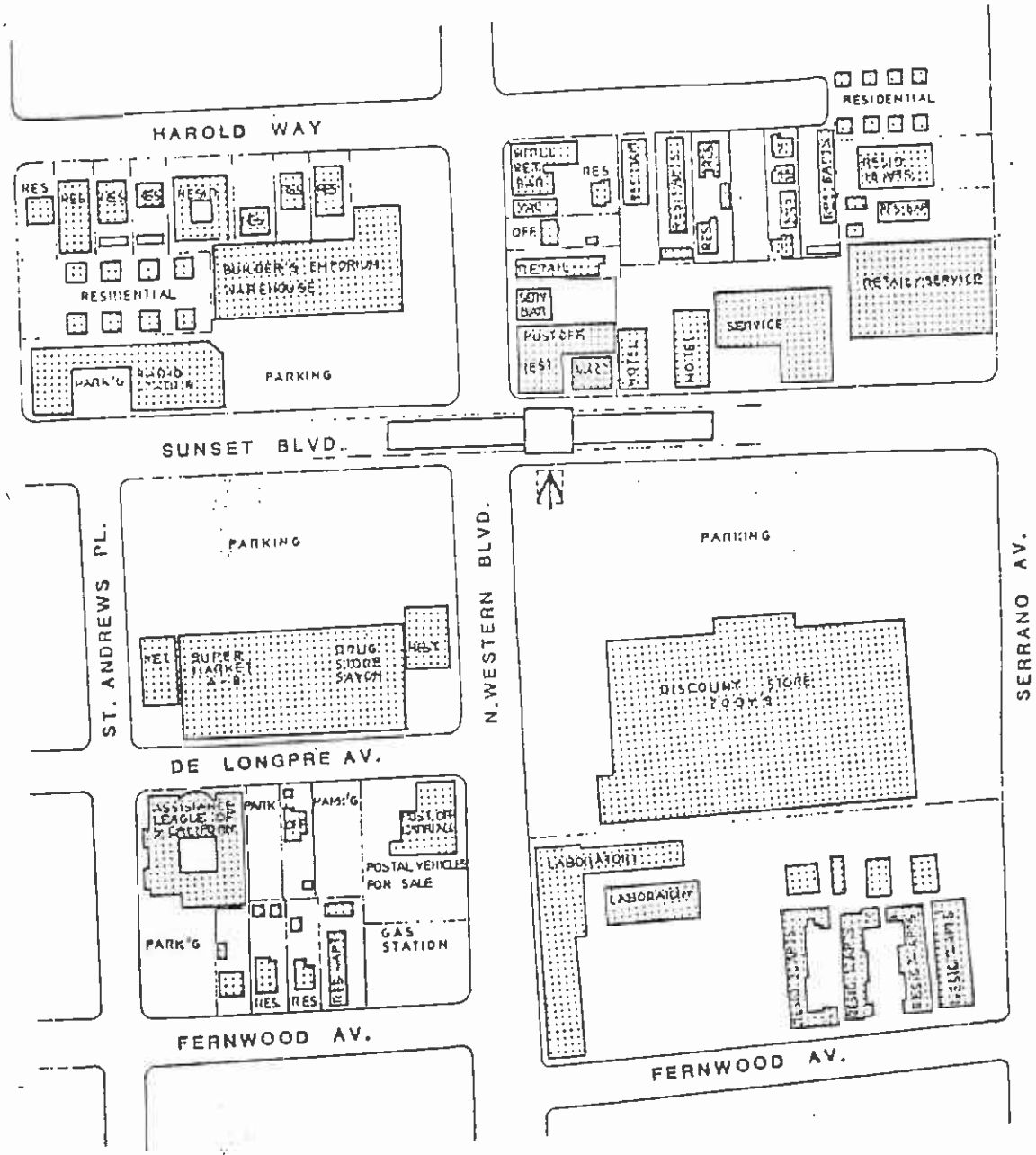
AVERAGE

BUILDING CONDITION

0 50 100 200

SUNSET AND WESTERN STATION AREA

Figure 2-25



LEGEND

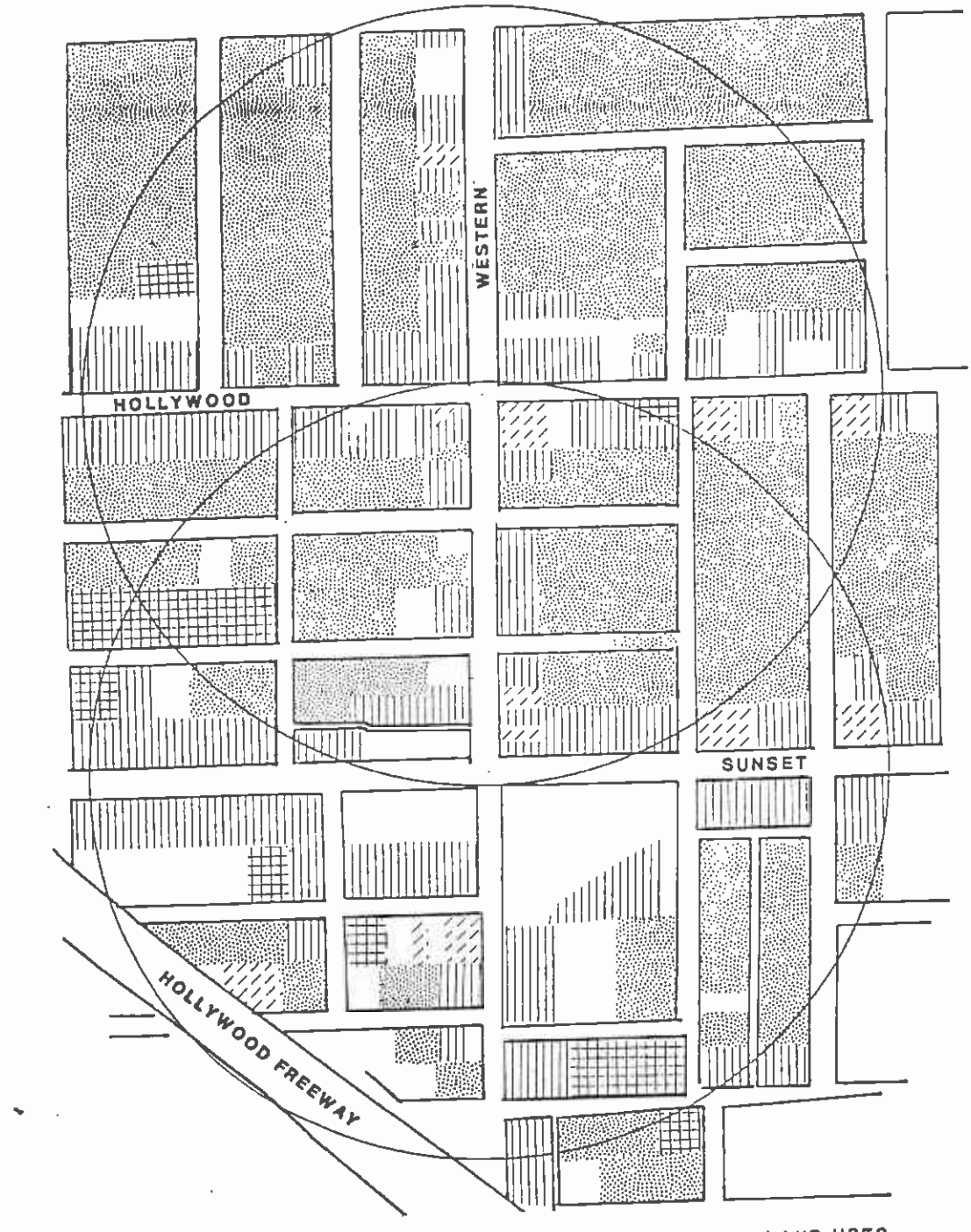
LOW RISE

BUILDING HEIGHT

0 50 100 200

SUNSET AND WESTERN STATION AREA

Figure 2-26



SUNSET/WESTERN
HOLLYWOOD / WESTERN

NORTH

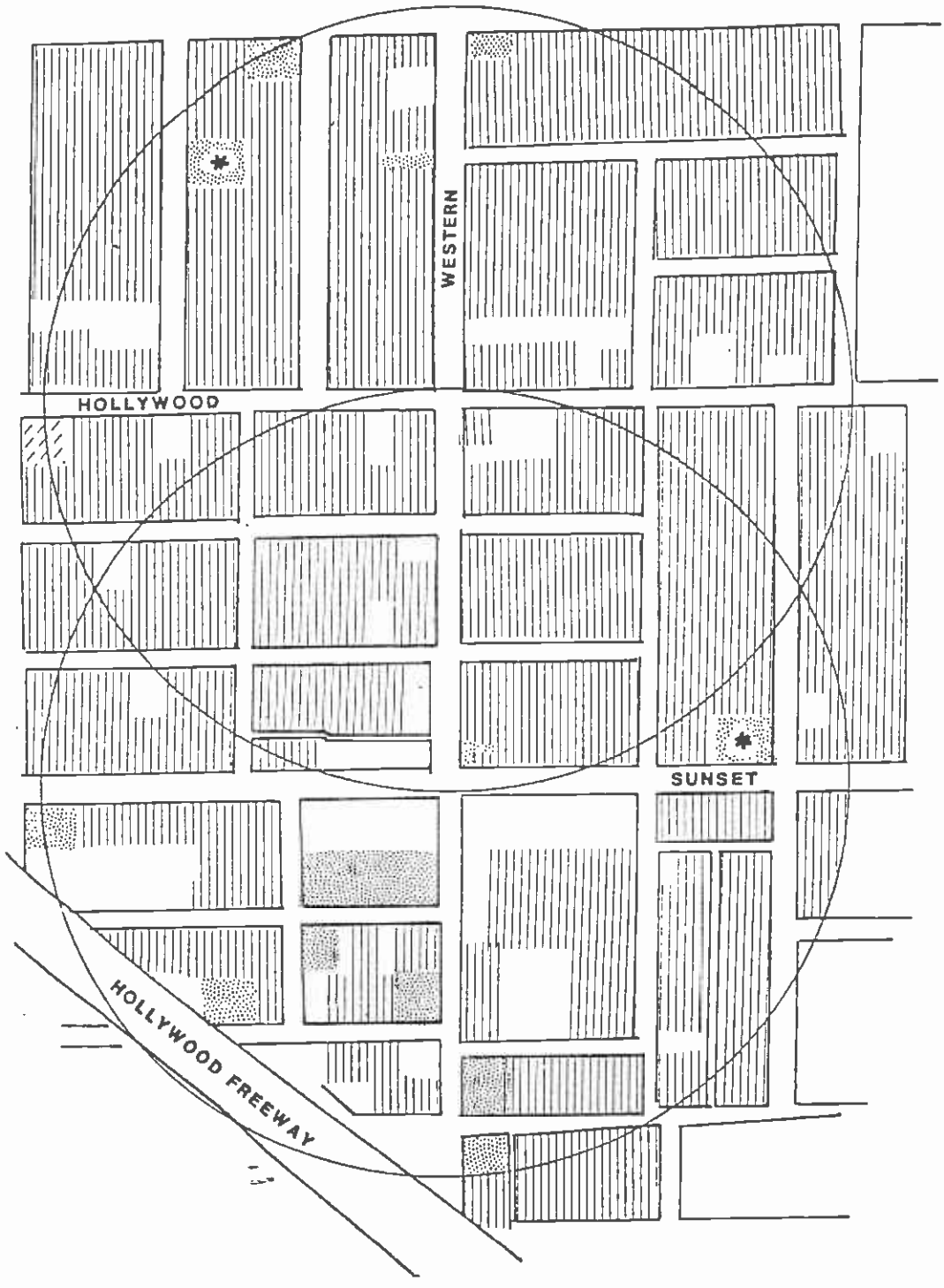
SCALE 0 250 500 1000

LAND USES

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL
- VACANT RESIDENTIAL
- VACANT COMMERCIAL
- VACANT OFFICE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-27



SUNSET/WESTERN
HOLLYWOOD/ WESTERN

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-28

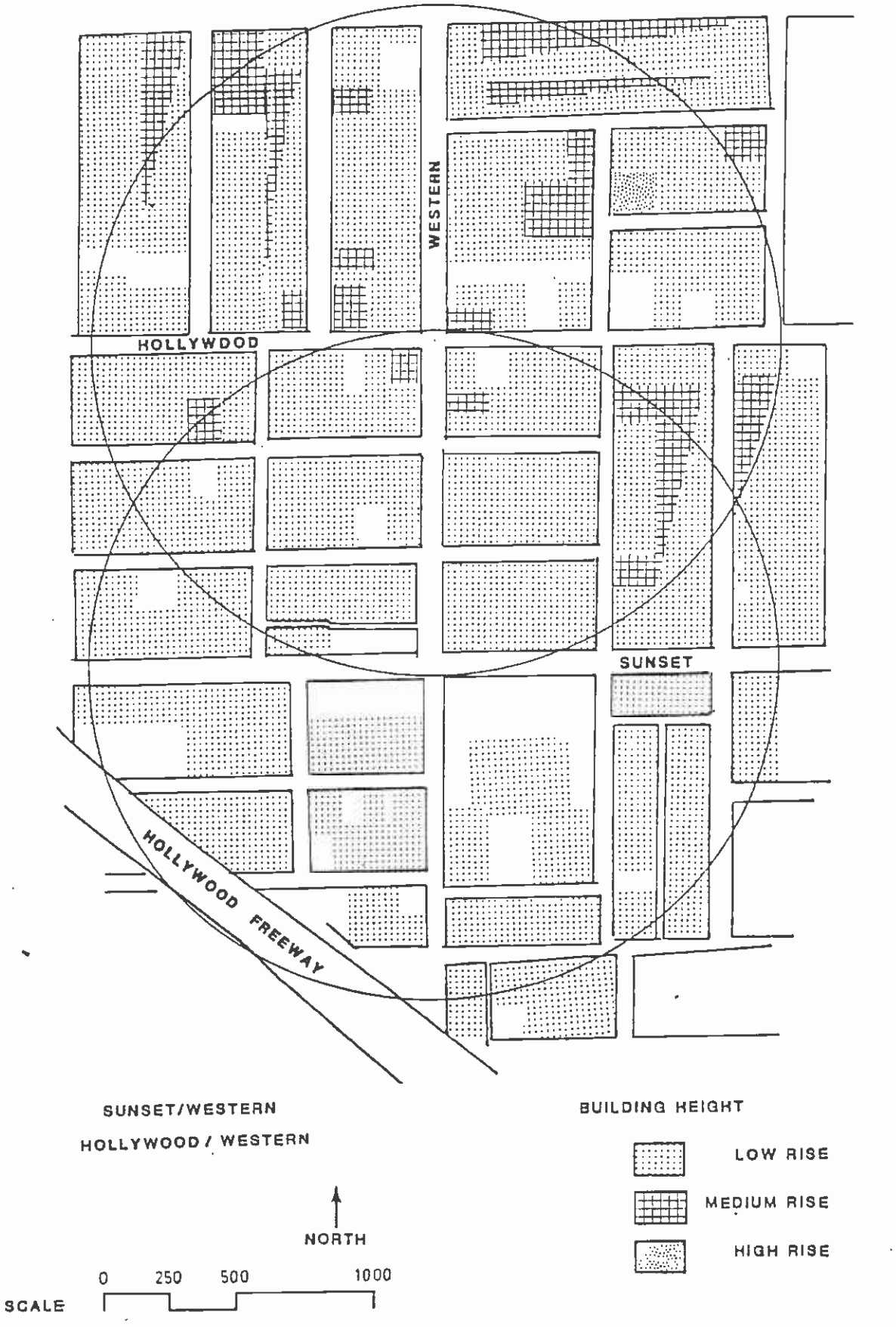
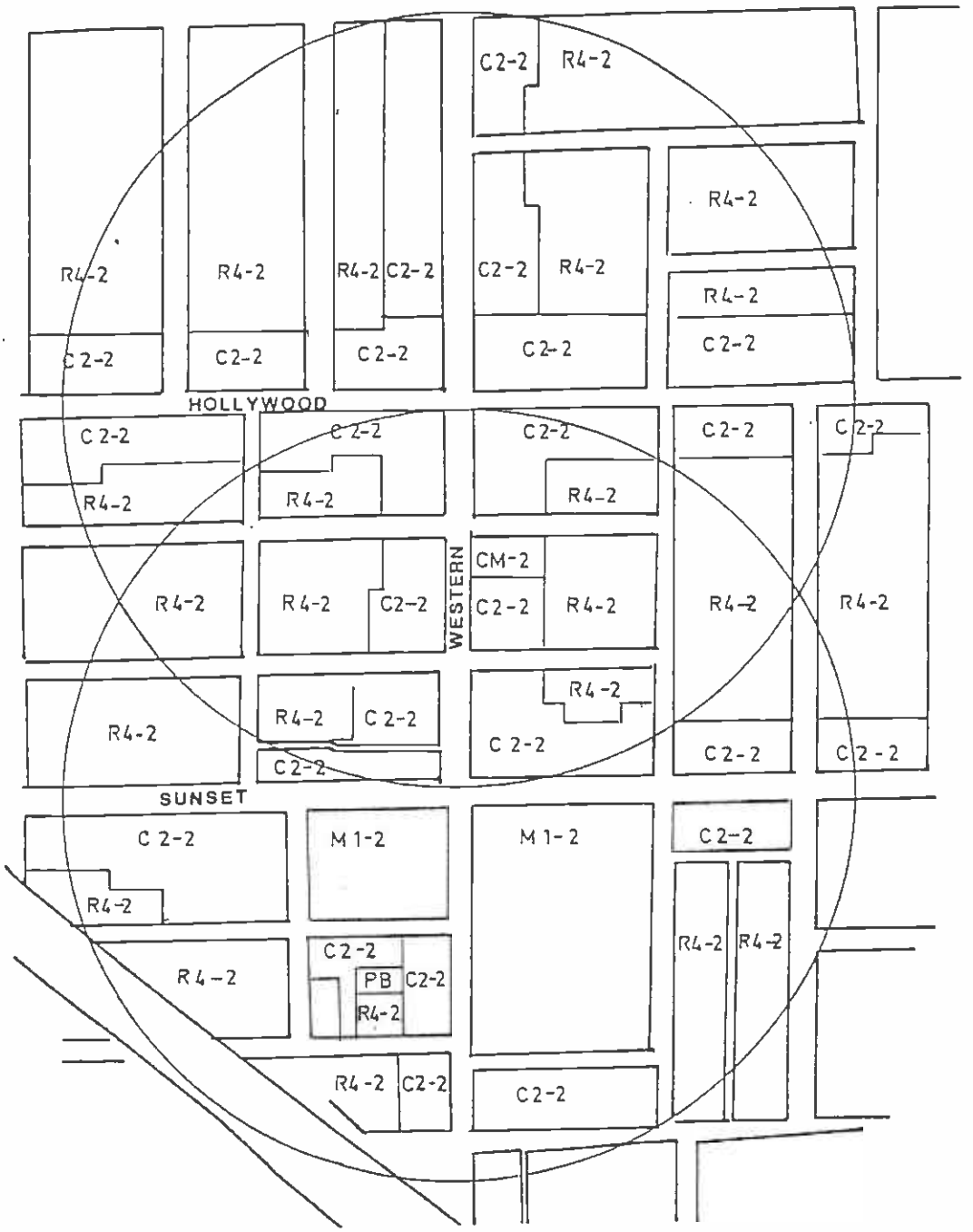

WESTERN
HOLLYWDOD
SUNSET
HOLLYWOOD FREEWAY
SUNSET/WESTERN
HOLLYWOOD / WESTERN
NORTH
0 250 500 1000
SCALE
BUILDING HEIGHT
LOW RISE
MEDIUM RISE
HIGH RISE

Figure 2-29



SUNSET/WESTERN
HOLLYWOOD / WESTERN

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-30

2.5.5 Olympic/Crenshaw (Alignment 3)

2.5.5.1 Land Use Profile

The land use in this station area includes small scale commercial, retail and professional offices along Olympic Boulevard (Figures 2-31 to 2-36). The strip along Crenshaw Boulevard consists of low-rise, mixed commercial, office and residential structures. Single-family residential structures are being converted to professional offices along Crenshaw Boulevard, north and south of Olympic Boulevard. The remainder of the area is developed with single-family residential dwellings. The area has predominately low-rise buildings in average to good condition.

2.5.5.2 Land Use Plans and Policies

The station area is included in the Wilshire District Plan which designates office and neighborhood use for this intersection. Limited commercial use is shown along Crenshaw Boulevard north of Olympic Boulevard. Low II residential use (5 to 7 dwelling units per acre) surrounds the commercial use with the exception of the southeast quadrant where medium density (24 to 40 dwelling units per acre) residential use is shown as appropriate.

2.5.5.3 Zoning

The intersection of Olympic Boulevard and Crenshaw Avenue is zoned C2 commercial (Figure 2-37). The remainder of the area is predominately R1 residential with some parcels zoned R2, R3 and R4 residential.

2.5.5.4 Areas Susceptible to Reinvestment

There are 11 acres of commercially zoned land susceptible to redevelopment, which comprise fourteen percent of of the total station area. There are 48 acres of residentially zoned land susceptible to reinvestment, or 61 percent of the station area. An additional 800 dwelling units could be accommodated on the residentially zoned land.

2.5.6 Pico/San Vicente (Alignment 3)

2.5.6.1 Land Use Profile

Pico and San Vicente Boulevards are developed with strip commercial uses (Figures 2-38 to 2-43). A community shopping center is located in the southwest quadrant of Pico and San Vicente Boulevards. The shopping center contains a vacant discount department store, a supermarket, bowling center, and a number of small retail shops and restaurants. A building supply store is located on the east side between Pico and San Vincente Boulevards. The area north of Pico Boulevard and south of Venice Boulevard is developed with single family residential use with the exception of the blocks fronting along San Vicente which are occupied with low-rise apartment buildings. The building heights are low-rise and the condition is good to average for the residential uses north of San Vicente, average for the uses fronting along Pico and San Vicente Boulevards and for residential uses south of Venice Boulevard.

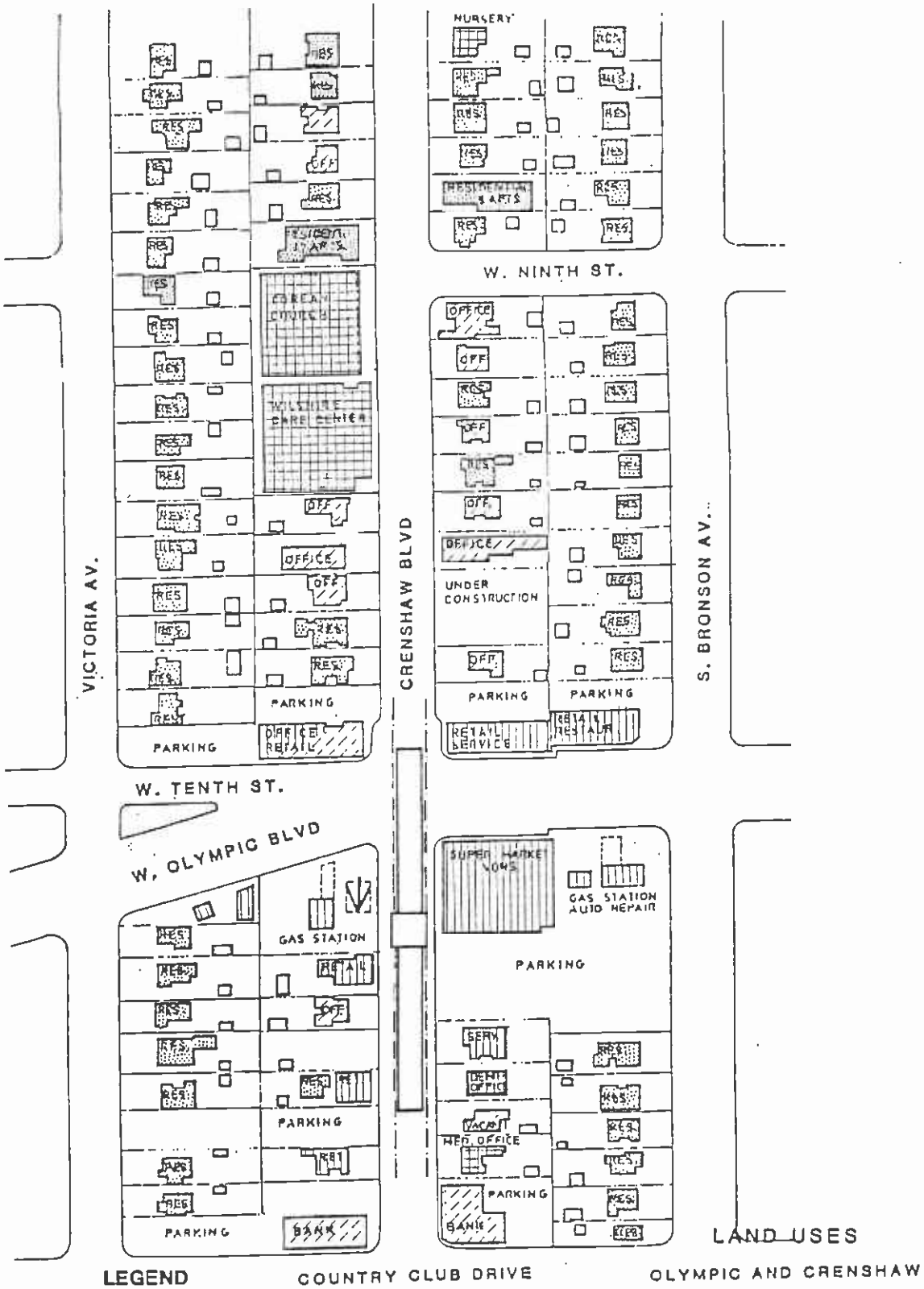

NURSERY
W. NINTH ST.
VICTORIA AV.
CRENSHAW BLVD
S. BRONSON AV...
KOREAN CHURCH
WILSHIRE CARE CENTER
OFFICE
UNDER CONSTRUCTION
PARKING
RETAIL SERVICE
W. TENTH ST.
W. OLYMPIC BLVD
GAS STATION
SUPER MARKET
GAS STATION AUTO REPAIR
BANK
COUNTRY CLUB DRIVE
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
INSTITUTIONAL
OFFICE-COMMERCIAL
VACANT OFFICE
LAND USES
OLYMPIC AND CRENSHAW
STATION AREA
0 50 100 200

Figure 2-31

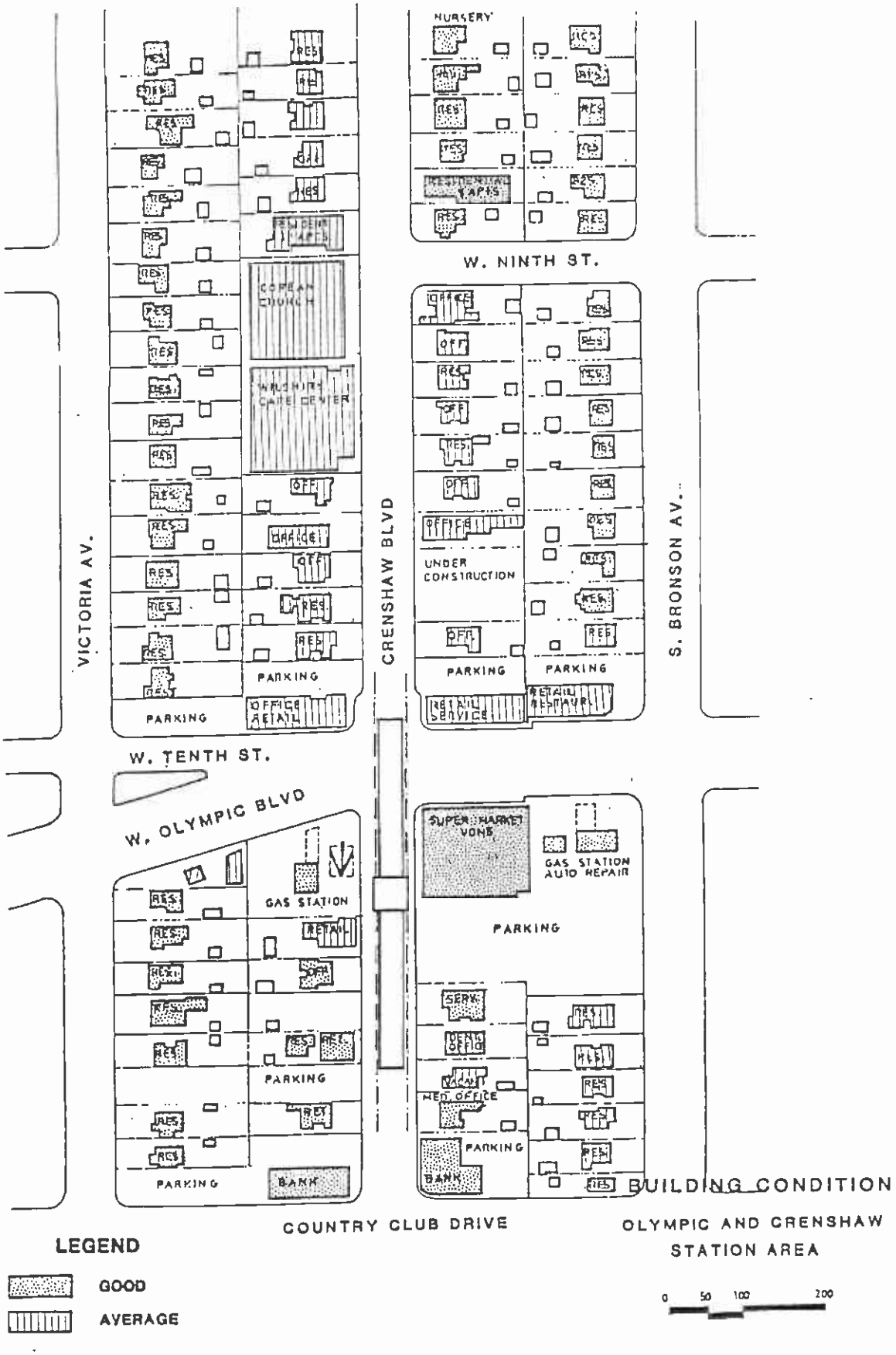

W. NINTH ST.
W. TENTH ST.
W. OLYMPIC BLVD
COUNTRY CLUB DRIVE
VICTORIA AV.
CRENSHAW BLVD
S. BRONSON AV.
NURSERY
KOREAN CHURCH
WILSHIRE CARE CENTER
RESIDENTIAL HOTELS
OFFICE
UNDER CONSTRUCTION
RETAIL SERVICE
RETAIL REPAIR
PARKING
OFFICE RETAIL
GAS STATION
BANK
SUPER MARKET VONS
GAS STATION AUTO REPAIR
HEAD OFFICE
BUILDING CONDITION
OLYMPIC AND CRENSHAW STATION AREA
LEGEND
GOOD
AVERAGE
0 50 100 200

Figure 2-32

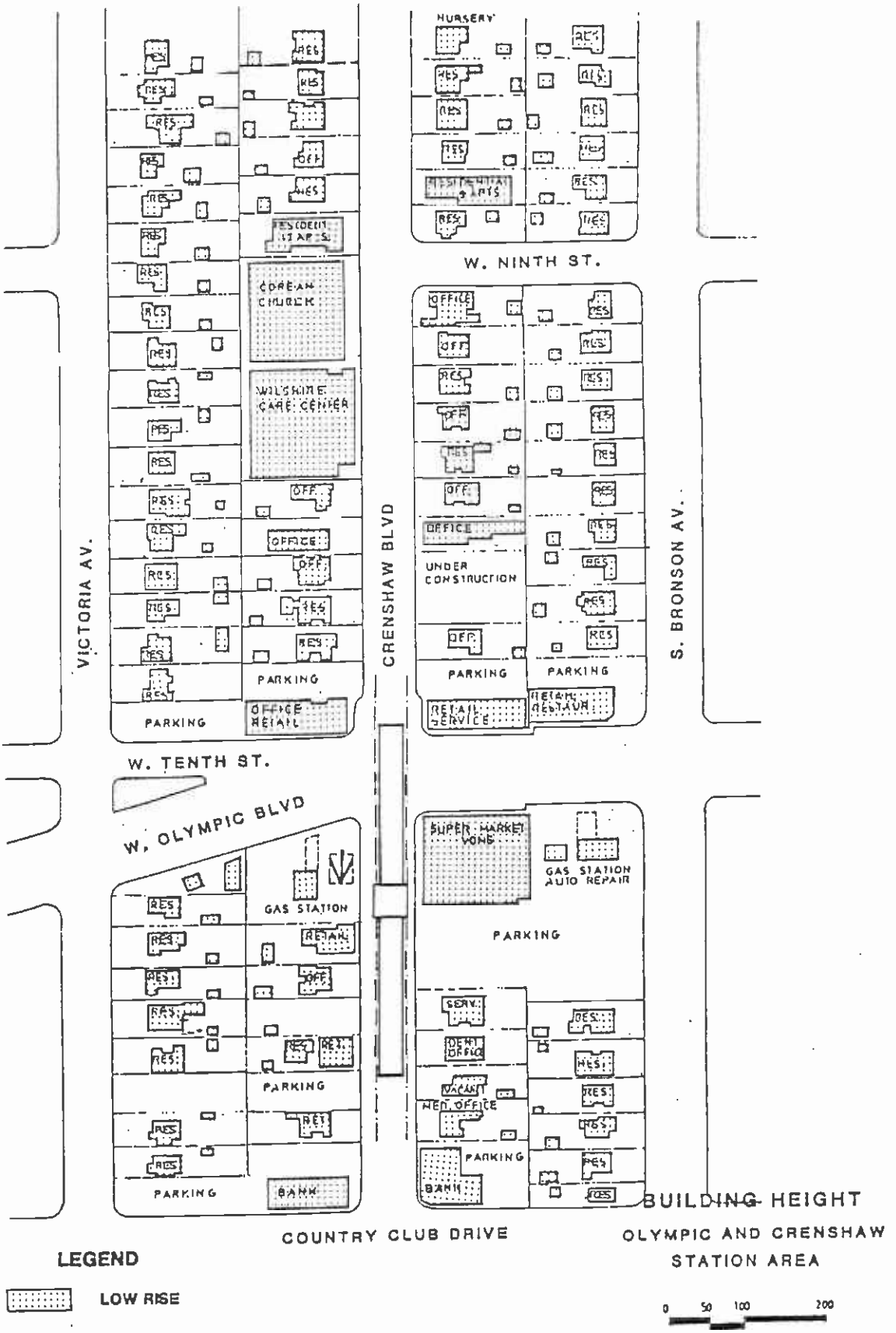
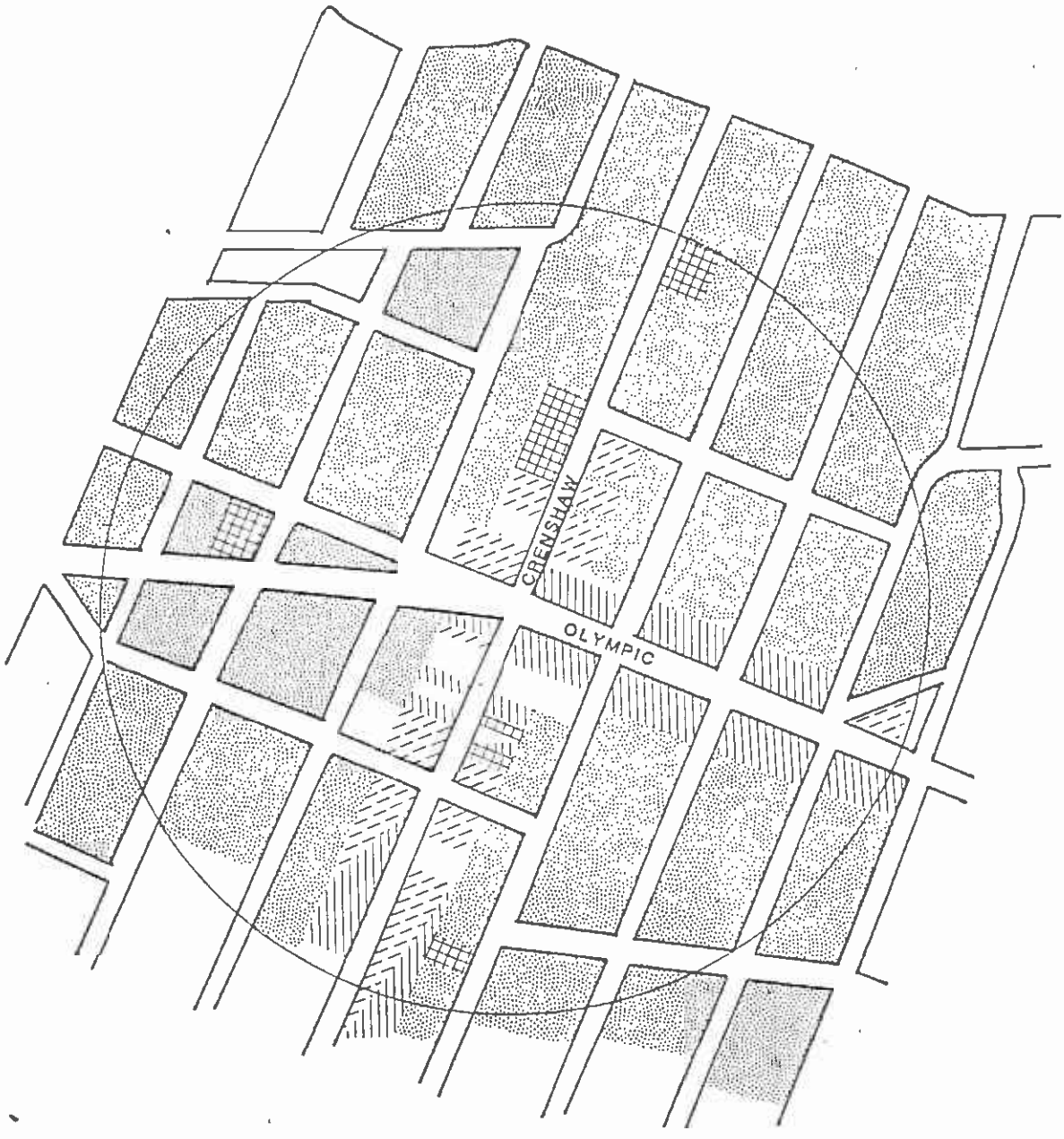

VICTORIA AV.
CRENSHAW BLVD
S. BRONSON AV.
W. NINTH ST.
W. TENTH ST.
W. OLYMPIC BLVD
COUNTRY CLUB DRIVE
KOREAN CHURCH
WILSHIRE CARE CENTER
UNDER CONSTRUCTION
SUPER MARKET
GAS STATION
AUTO REPAIR
BANK
PARKING
LEGEND
LOW RISE
BUILDING HEIGHT
OLYMPIC AND CRENSHAW
STATION AREA
0 50 100 200

Figure 2-33



OLYMPIC/CRENSHAW

NORTH

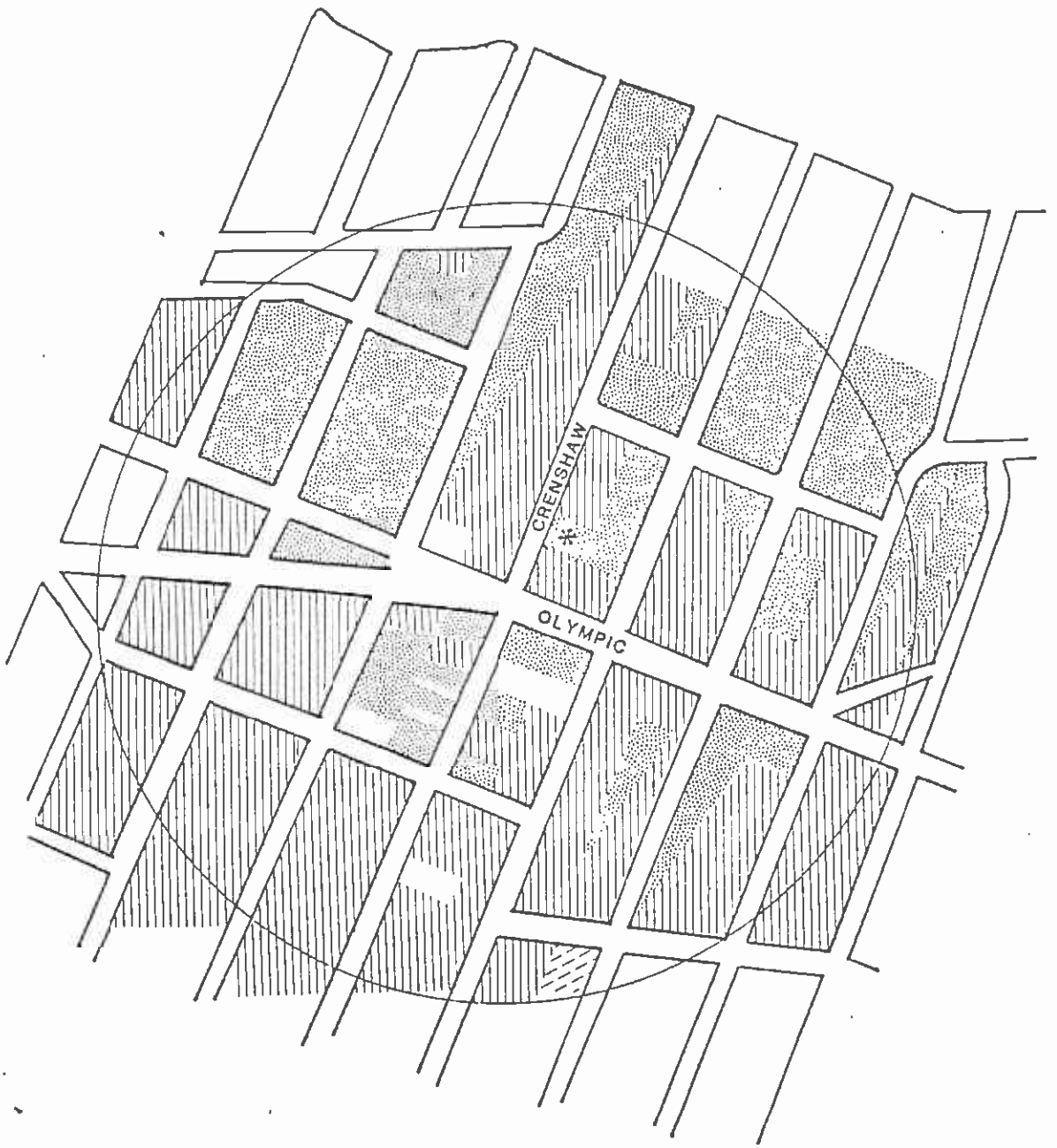
SCALE 0 250 500 1000

LAND USES

RESIDENTIAL
COMMERCIAL
OFFICE
INDUSTRIAL
INSTITUTIONAL
VACANT RESIDENTIAL
VACANT COMMERCIAL
VACANT OFFICE
OFFICE/COMMERCIAL
RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-34



OLYMPIC/CRENSHAW

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

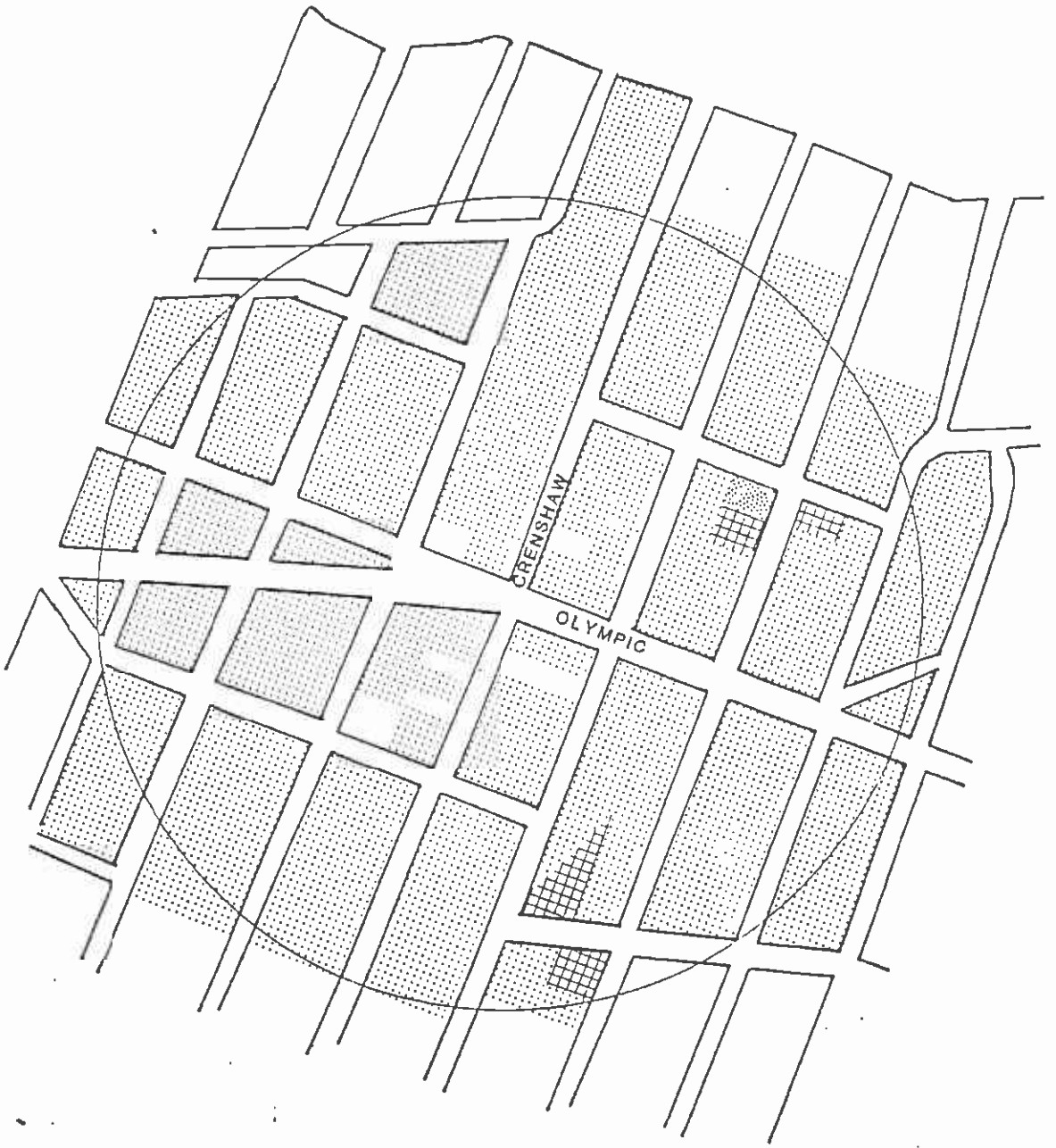
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-35



OLYMPIC/CRENSHAW

BUILDING HEIGHT

LOW RISE

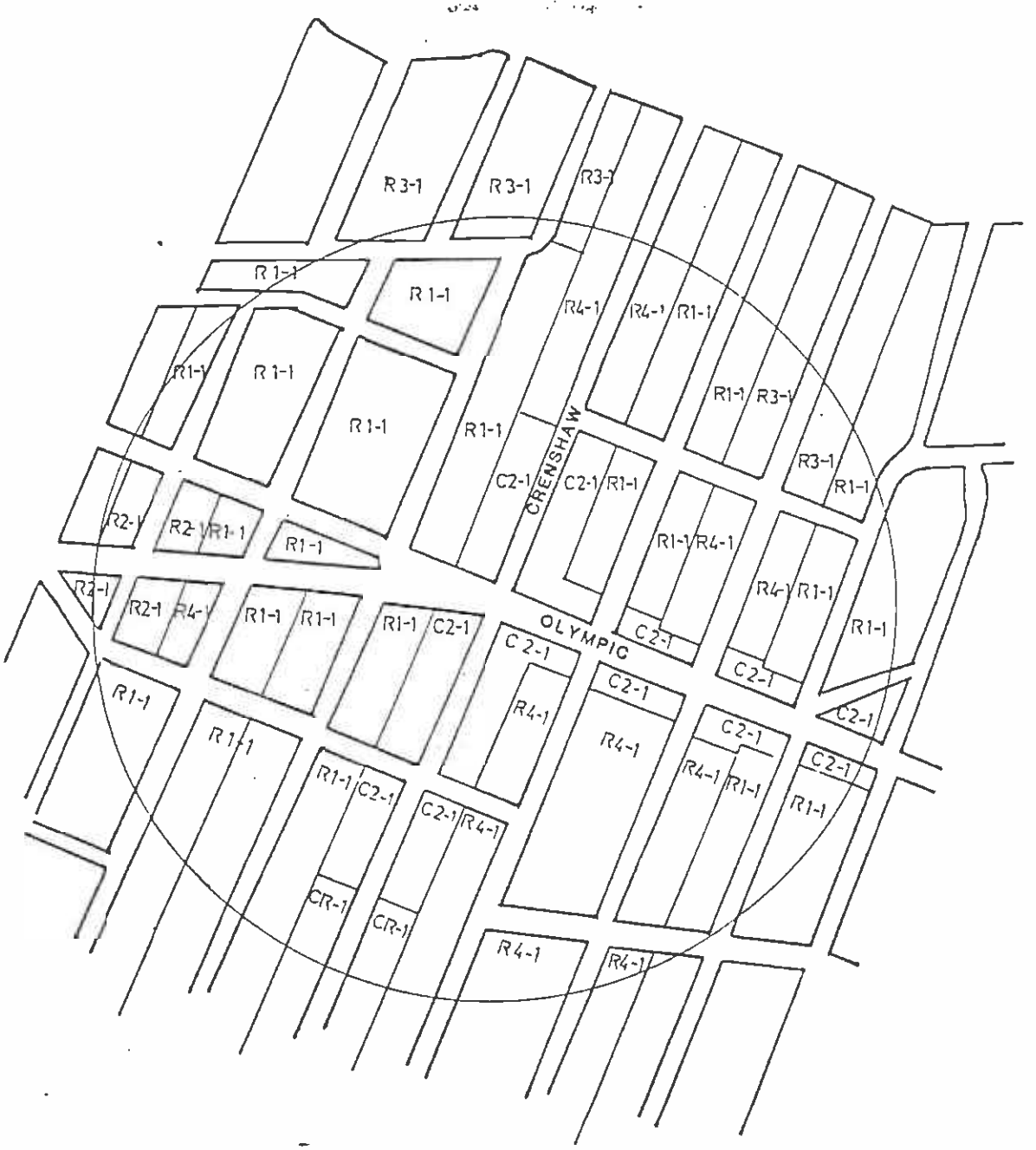
MEDIUM RISE

HIGH RISE

NORTH

SCALE 0 250 500 1000

Figure 2-36



OLYMPIC/CRENSHAW

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-37

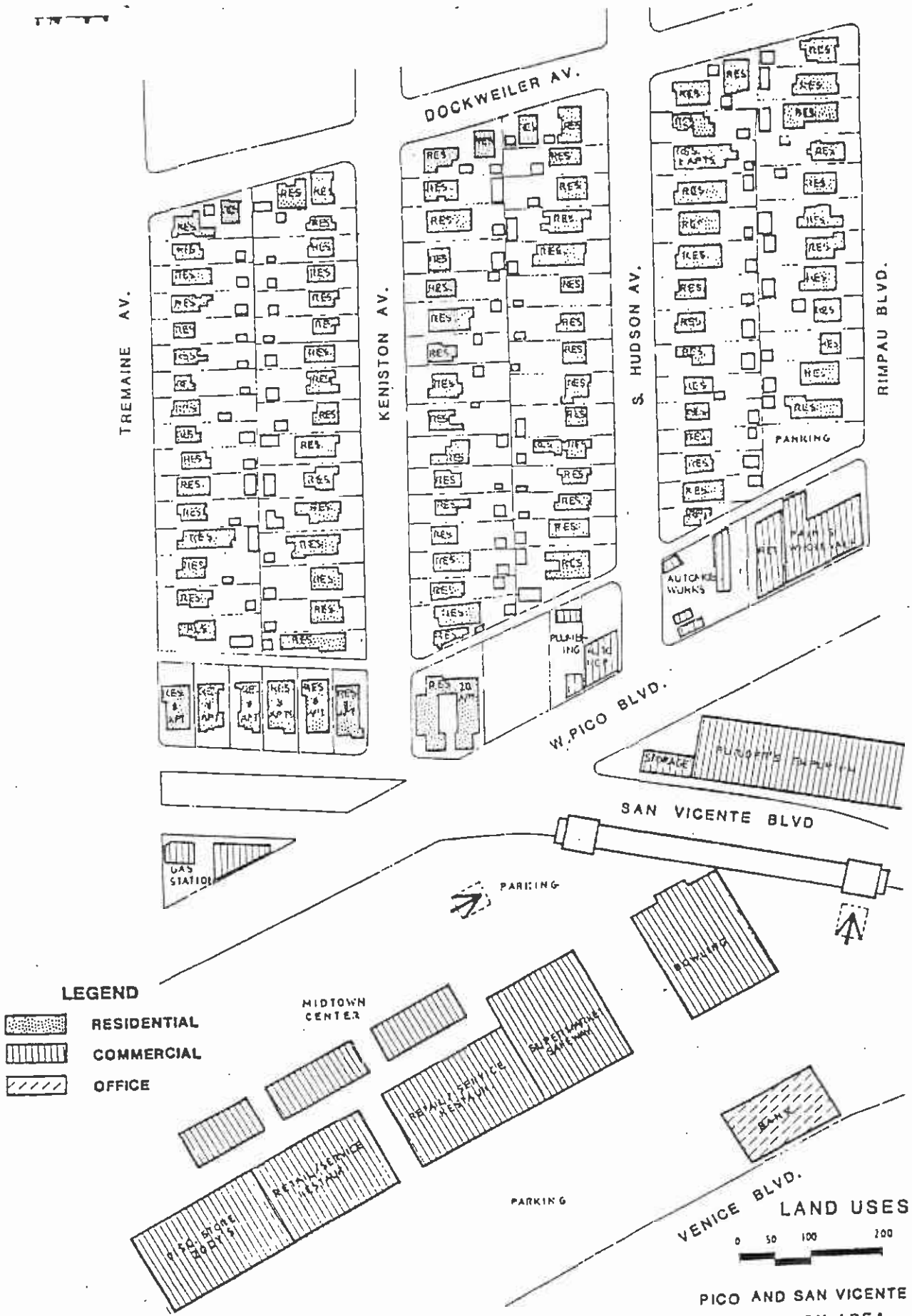

DOCKWEILER AV.
TREMAINE AV.
KENISTON AV.
S. HUDSON AV.
RIMPAU BLVD.
W. PICO BLVD.
SAN VICENTE BLVD
VENICE BLVD.
PARKING
AUTO REPAIR WORKS
PLUMBING
STORAGE
GAS STATION
BOWLING
MIDTOWN CENTER
RETAIL/SERVICE
BANK
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
LAND USES
0 50 100 200
PICO AND SAN VICENTE STATION AREA

Figure 2-38

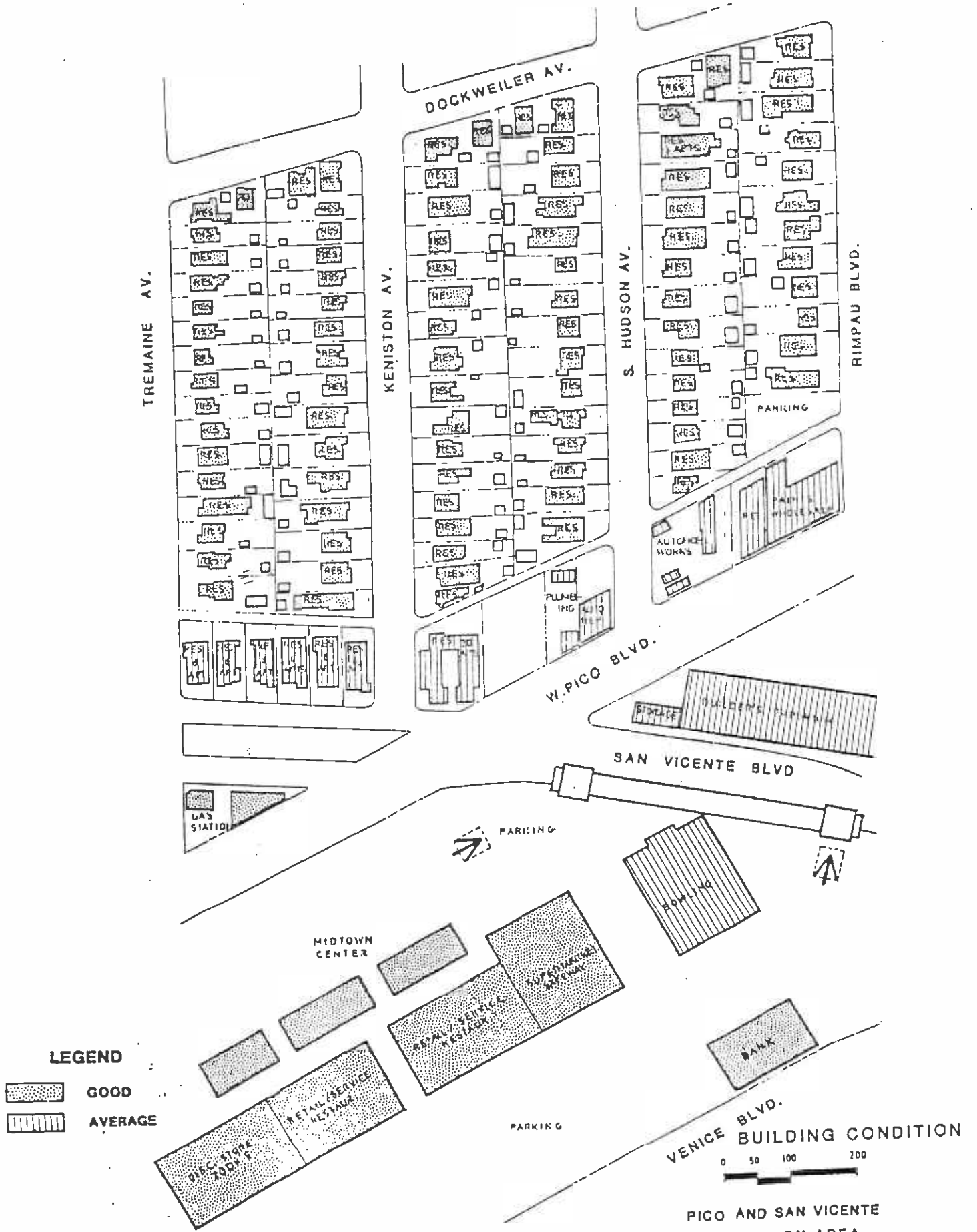

DOCKWEILER AV.
TREMAINE AV.
KENISTON AV.
S. HUDSON AV.
RIMPAU BLVD.
W. PICO BLVD.
SAN VICENTE BLVD
VENICE BLVD.
PARKING
AUTO REPAIR WORKS
PLUMBING
GAS STATION
BOWLING
MIDTOWN CENTER
RETAIL/SERVICE RESTAURANT
SUPERMARKET
BANK
DISC. STORE
LEGEND
GOOD
AVERAGE
BUILDING CONDITION
0 50 100 200
PICO AND SAN VICENTE
STATION AREA

Figure 2-39

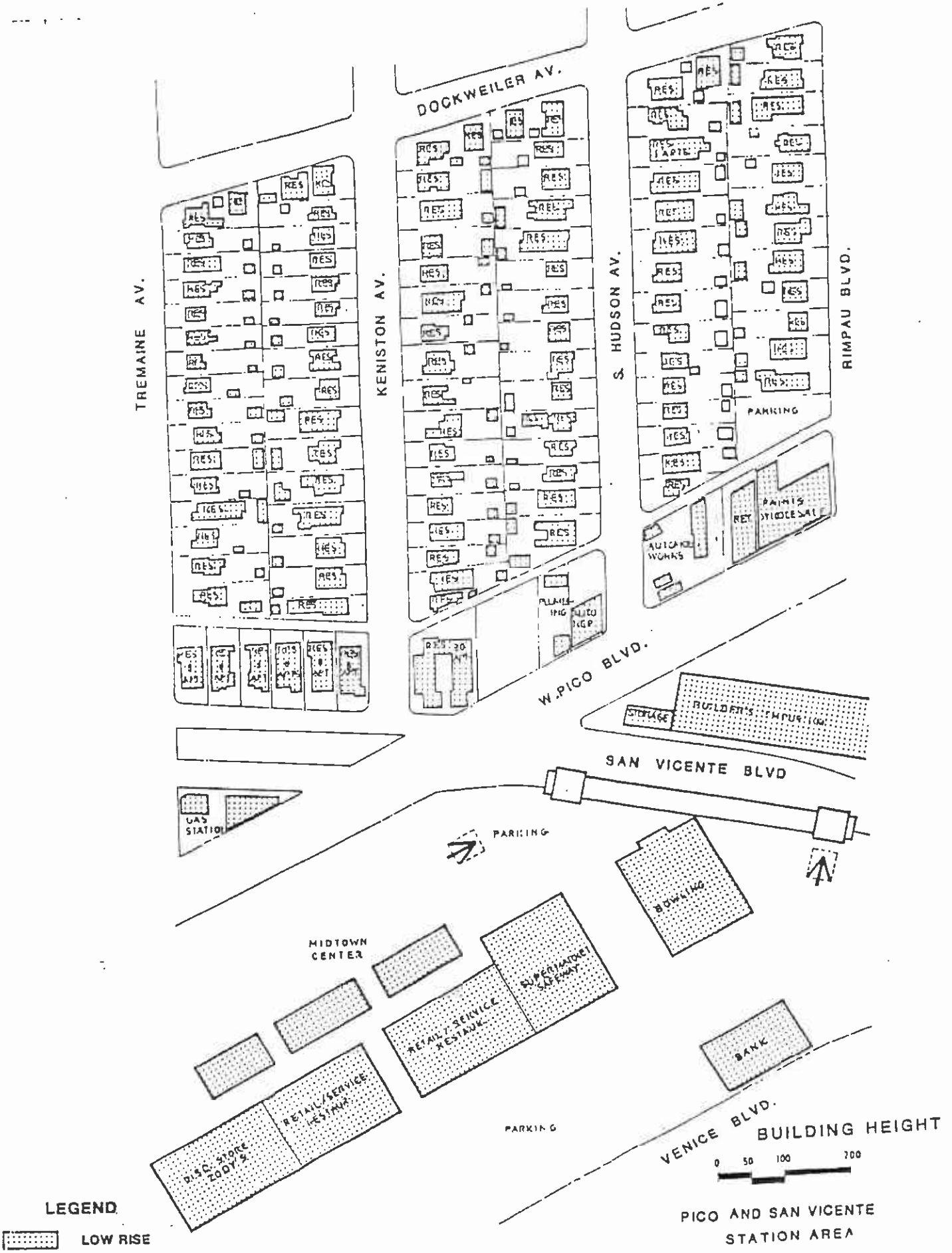
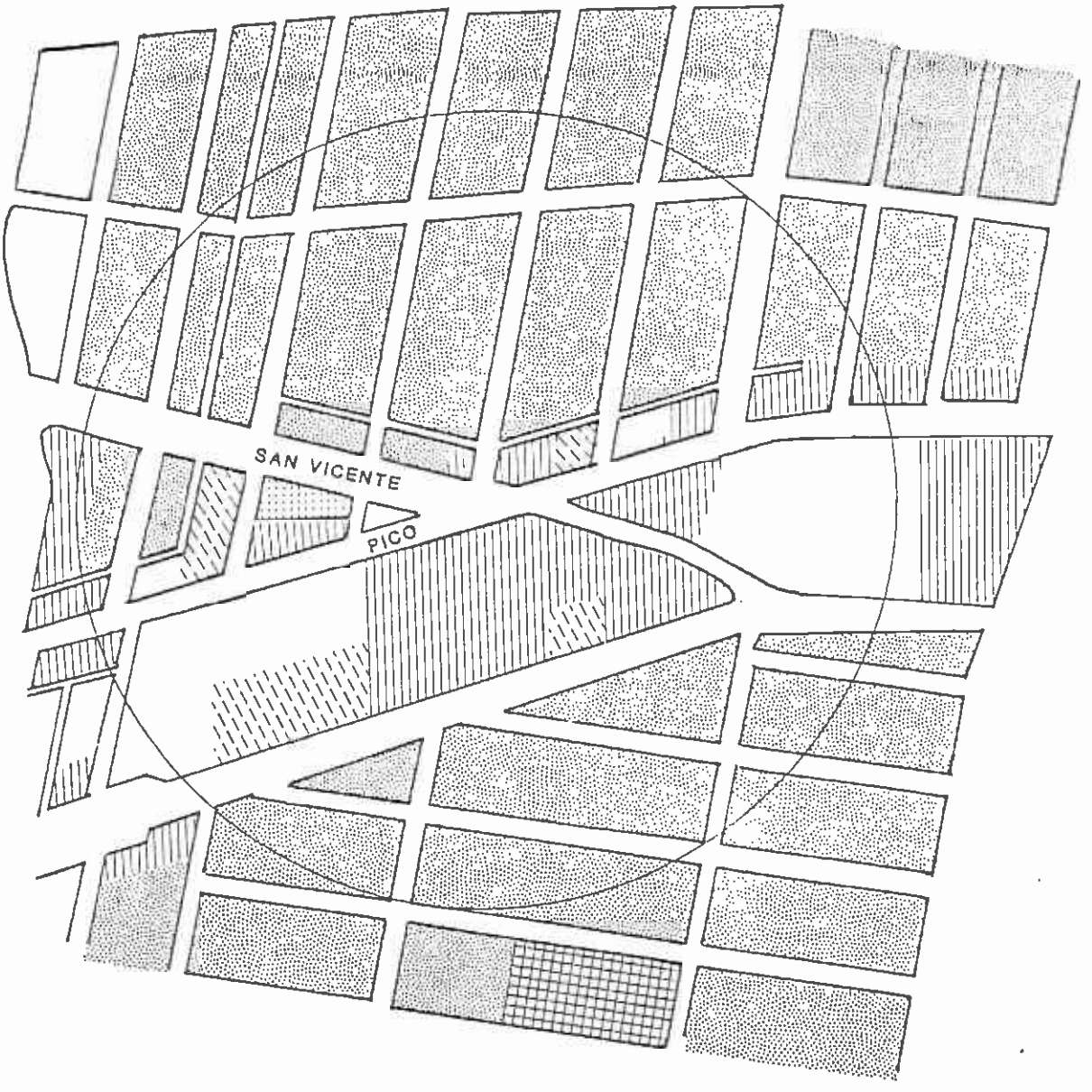

DOCKWEILER AV.
TREMAINE AV.
KENISTON AV.
S. HUDSON AV.
RIMPAU BLVD.
W. PICO BLVD.
SAN VICENTE BLVD
VENICE BLVD.
PARKING
BOWLING
BANK
MIDTOWN CENTER
RETAIL/SERVICE
PARKING
BUILDING HEIGHT
0 50 100 200
LEGEND
LOW RISE
PICO AND SAN VICENTE
STATION AREA

Figure 2-40



PICO/SAN VICENTE

NORTH

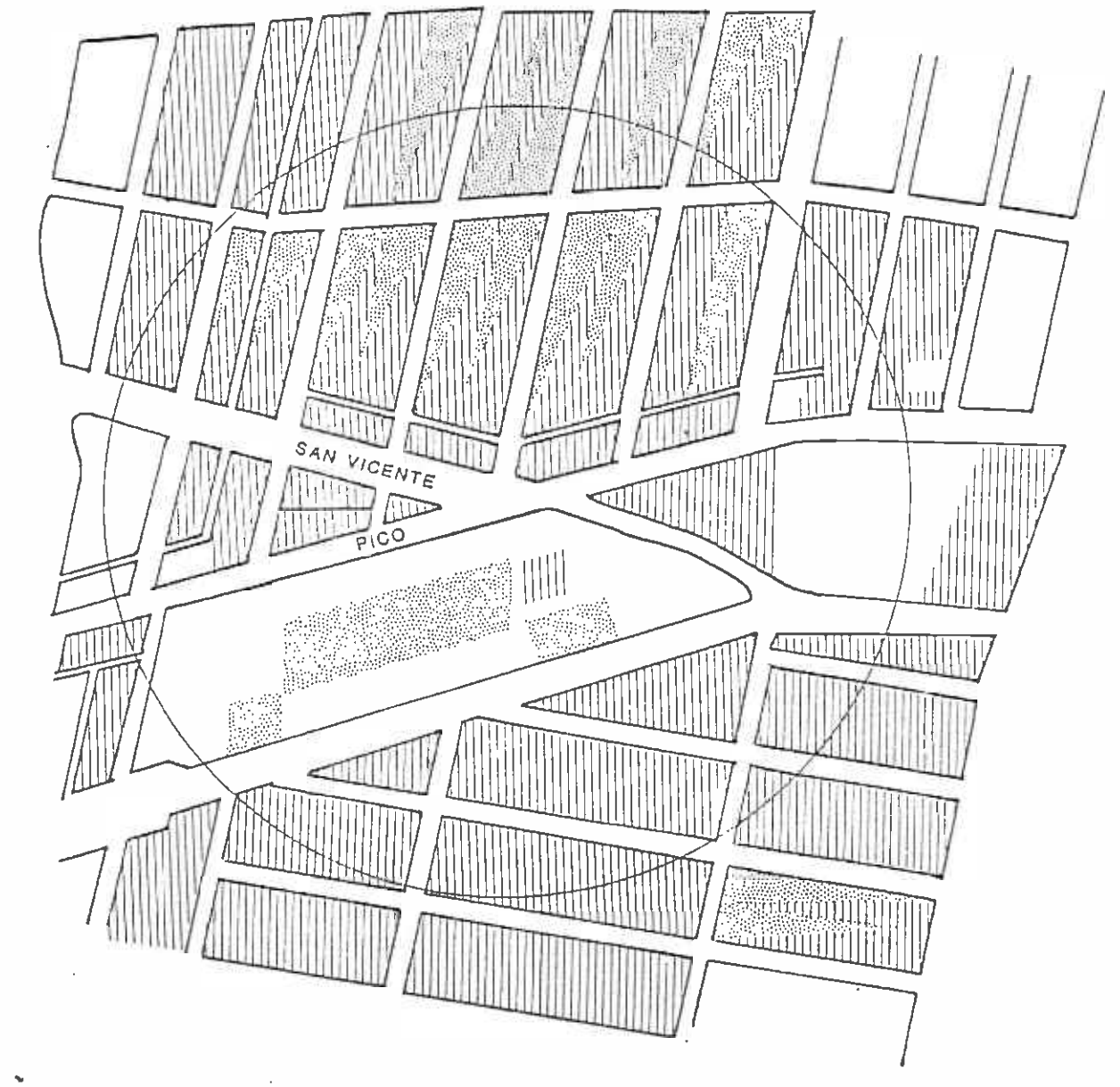
SCALE 0 250 500 1000

LAND USES

RESIDENTIAL
COMMERCIAL
OFFICE
INDUSTRIAL
INSTITUTIONAL
VACANT RESIDENTIAL
VACANT COMMERCIAL
VACANT OFFICE
OFFICE/COMMERCIAL
RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-41



PICO/SAN VICENTE

NORTH

0 250 500 1000

SCALE

BUILDING CONDITION

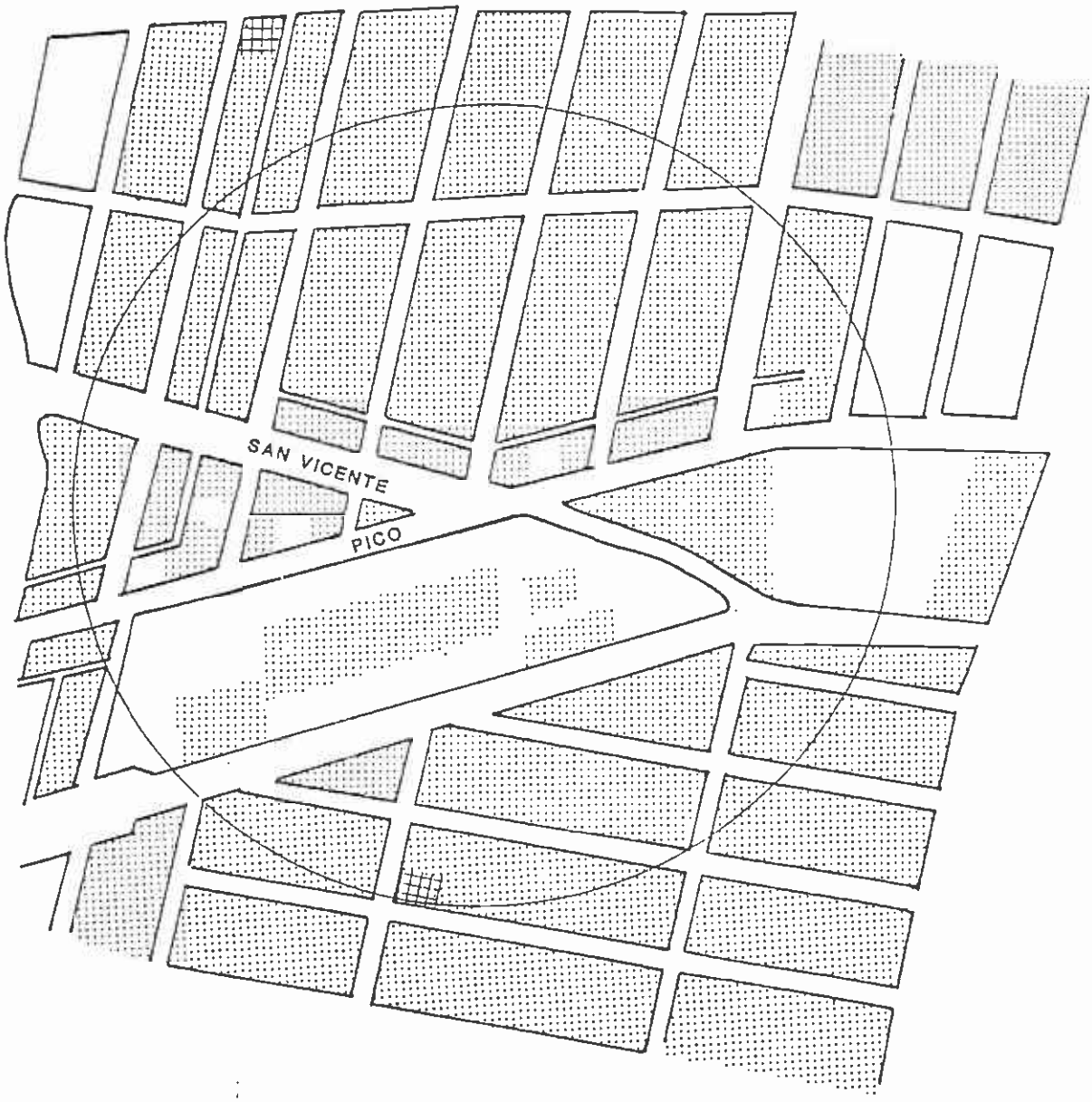
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-42



PICO/SAN VICENTE

NORTH

0 250 500 1000

SCALE

BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-43

2.5.6.2 Land Use Plans and Policies

The Wilshire District Plan designates the area between Pico and Venice Boulevards on either side of San Vicente Boulevard for community commercial use. Limited industrial use is shown on the west side between Pico and San Vicente Boulevards, low- to medium-density residential use (7 to 12 dwelling units per acre) on the north side of Pico and San Vicente Boulevards and medium-density residential use (24 to 40 dwelling units per acre) along the north side of San Vicente Boulevard. The Los Angeles Planning Department has indicated that this intersection is being considered for designation as a "Center" and inclusion in the Concept Plan.

2.5.6.3 Zoning

The intersection of Pico and San Vicente Boulevards is zoned M1 and M2 Industrial surrounded by R2 and R3 residential (Figure 2-44).

2.5.6.4 Areas Susceptible to Redevelopment

There are two acres of commercially zoned land, or three percent of the land area, susceptible to redevelopment. The Midtown Shopping Center, which is susceptible to redevelopment, is zoned industrially. Commercial uses are allowed in industrial zones. There are 22 acres of residentially zoned land susceptible to redevelopment. An additional 700 units could be built on this land.

2.5.7 Western/Beverly (Alignment 5)

2.5.7.1 Land Use Profile

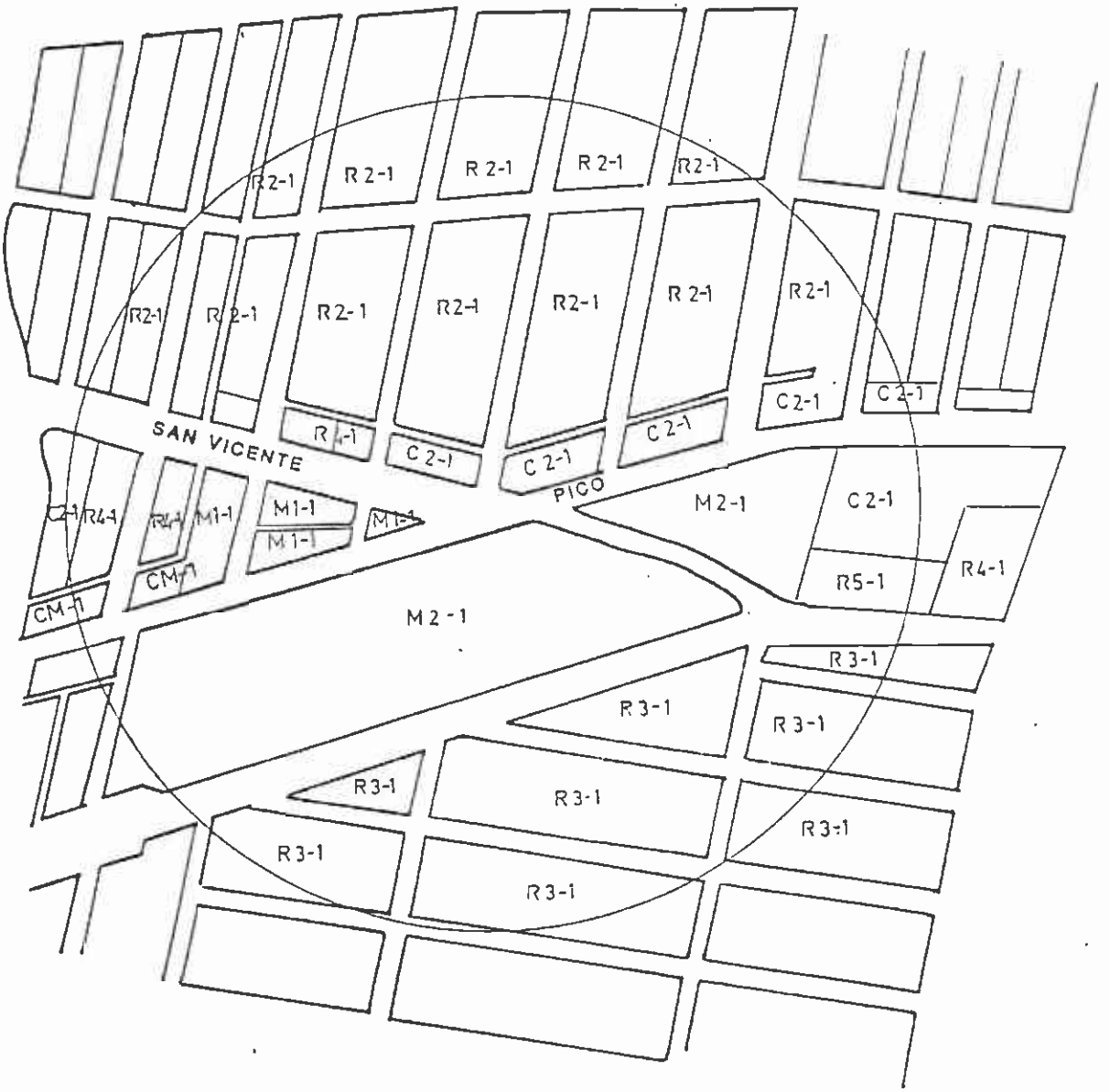
Western Avenue in this area is developed with a commercial strip of low-rise retail and service commercial uses (Figures 2-45 to 2-50). Beverly Boulevard in the vicinity of Western Avenue is developed with some office and commercial uses. Commercial development includes retail shops, some restaurants and hotels, and a supermarket. Residential development surrounds the commercial use. The buildings are of average condition and are low-rise.

2.5.7.2 Land Use Plans and Policies

The Wilshire District Plan shows highway oriented commercial along Beverly Boulevard and on Western Avenue south of Beverly in this area. Neighborhood commercial and office use is shown to be appropriate along Western Avenue north of Beverly. Medium-density residential uses (24 to 40 dwelling units) surrounds the commercial uses at the intersection.

2.5.7.3 Zoning

The frontage along Western Avenue and the frontage of Beverly Boulevard east of Manhattan Avenue is zoned C2 (Figure 2-51). The remainder of the area is predominately R3 residential with some property zoned R1 and R4, residential.



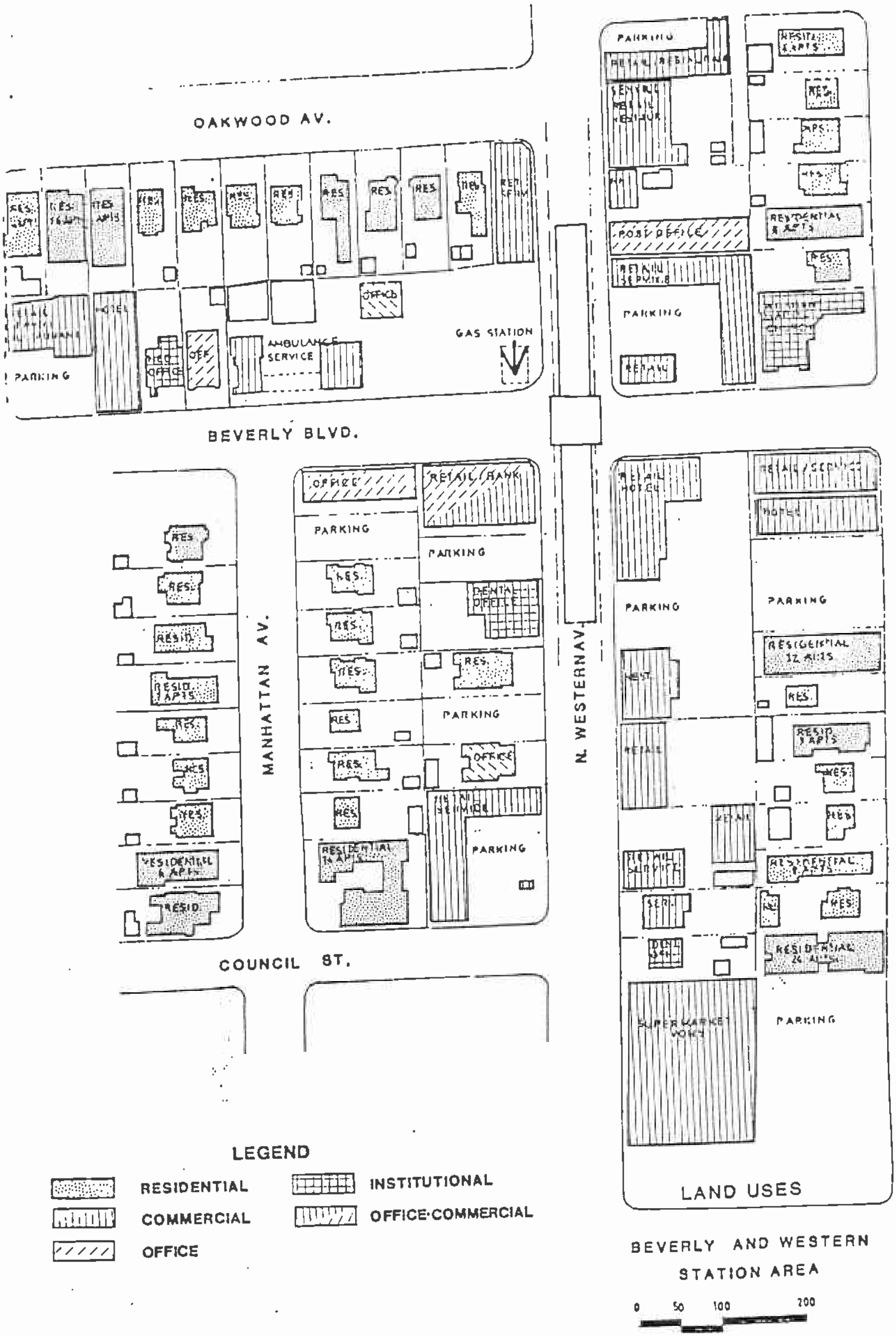
PICO/SAN VICENTE

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-44



OAKWOOD AV.
BEVERLY BLVD.
MANHATTAN AV.
N. WESTERN AV.
COUNCIL ST.
GAS STATION
AMBULANCE SERVICE
PARKING
OFFICE
RETAIL/BANK
DENTAL OFFICE
POST OFFICE
PARKING
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
INSTITUTIONAL
OFFICE-COMMERCIAL
LAND USES
BEVERLY AND WESTERN
STATION AREA
0
50
100
200

Figure 2-45

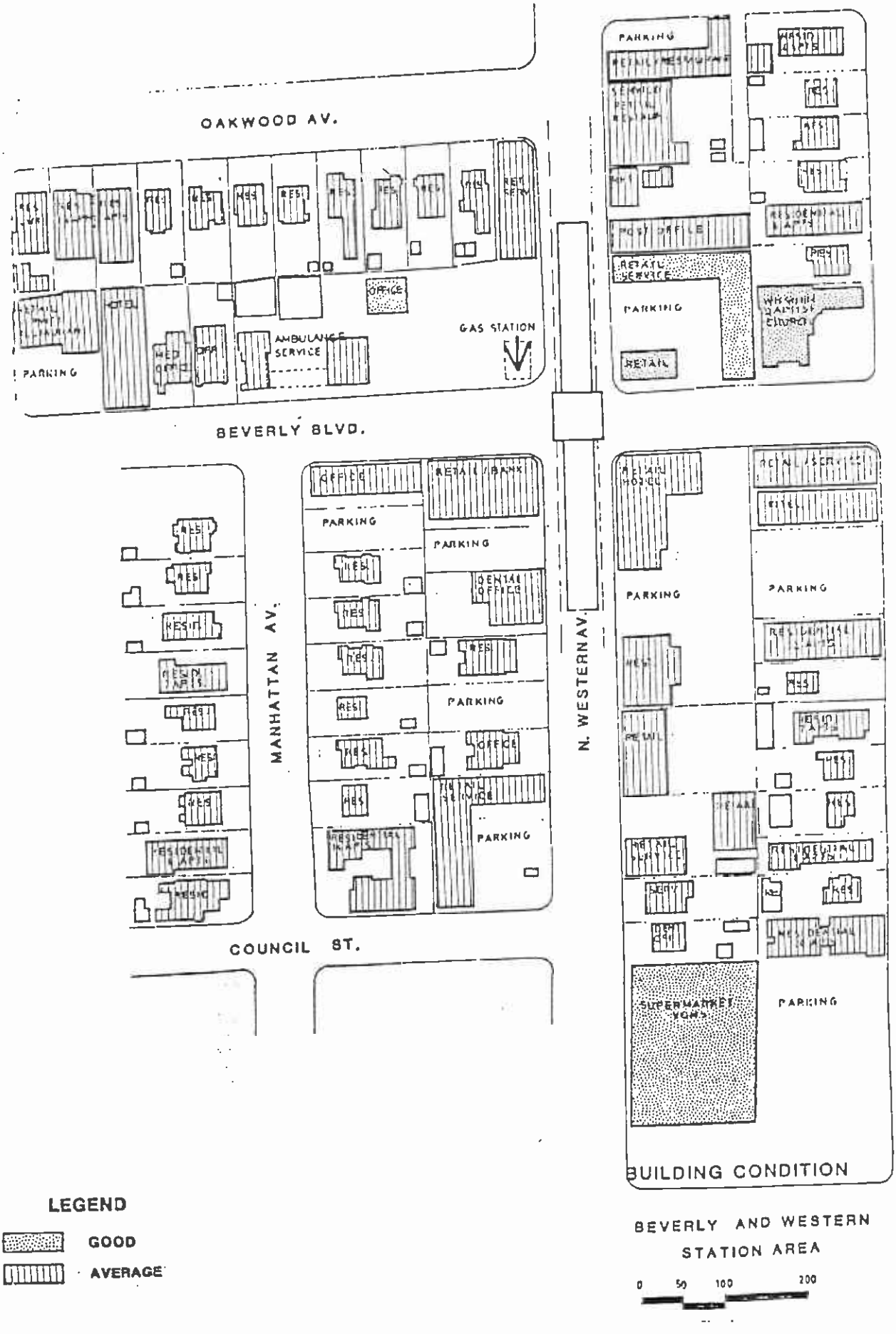

OAKWOOD AV.
BEVERLY BLVD.
COUNCIL ST.
MANHATTAN AV.
N. WESTERN AV.
PARKING
RETAIL
OFFICE
GAS STATION
AMBULANCE SERVICE
RETAIL BANK
DENTAL OFFICE
SUPERMARKET
BUILDING CONDITION
LEGEND
GOOD
AVERAGE
BEVERLY AND WESTERN
STATION AREA
0 50 100 200

Figure 2-46

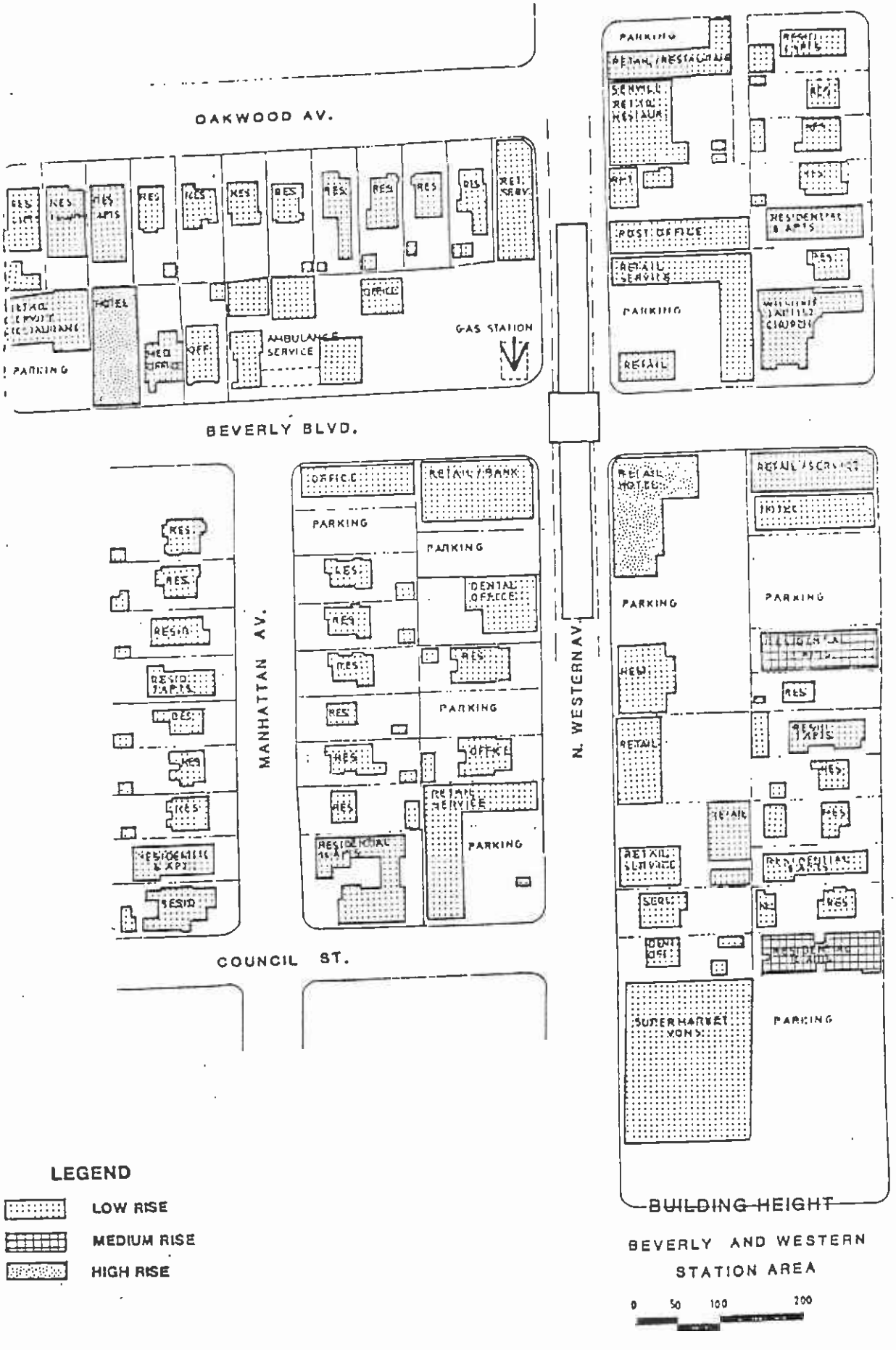
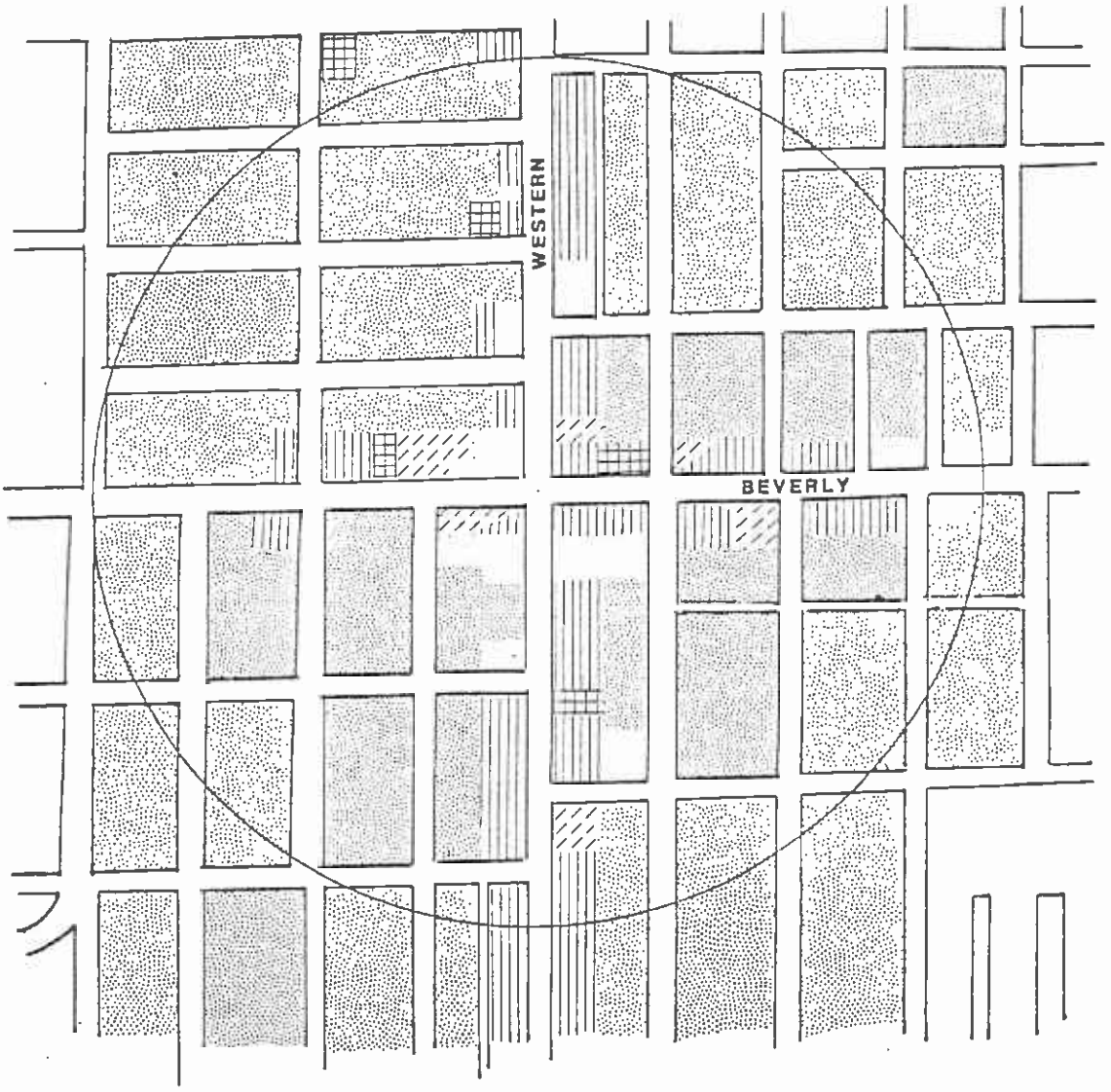

OAKWOOD AV.
BEVERLY BLVD.
MANHATTAN AV.
N. WESTERN AV.
COUNCIL ST.
GAS STATION
AMBULANCE SERVICE
POST OFFICE
SUPERMARKET
PARKING
HOTEL
OFFICE
RETAIL/BANK
DENTAL OFFICE
RESIDENTIAL
RES
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
BUILDING HEIGHT
BEVERLY AND WESTERN
STATION AREA
0
50
100
200

Figure 2-47



BEVERLY/WESTERN

NORTH

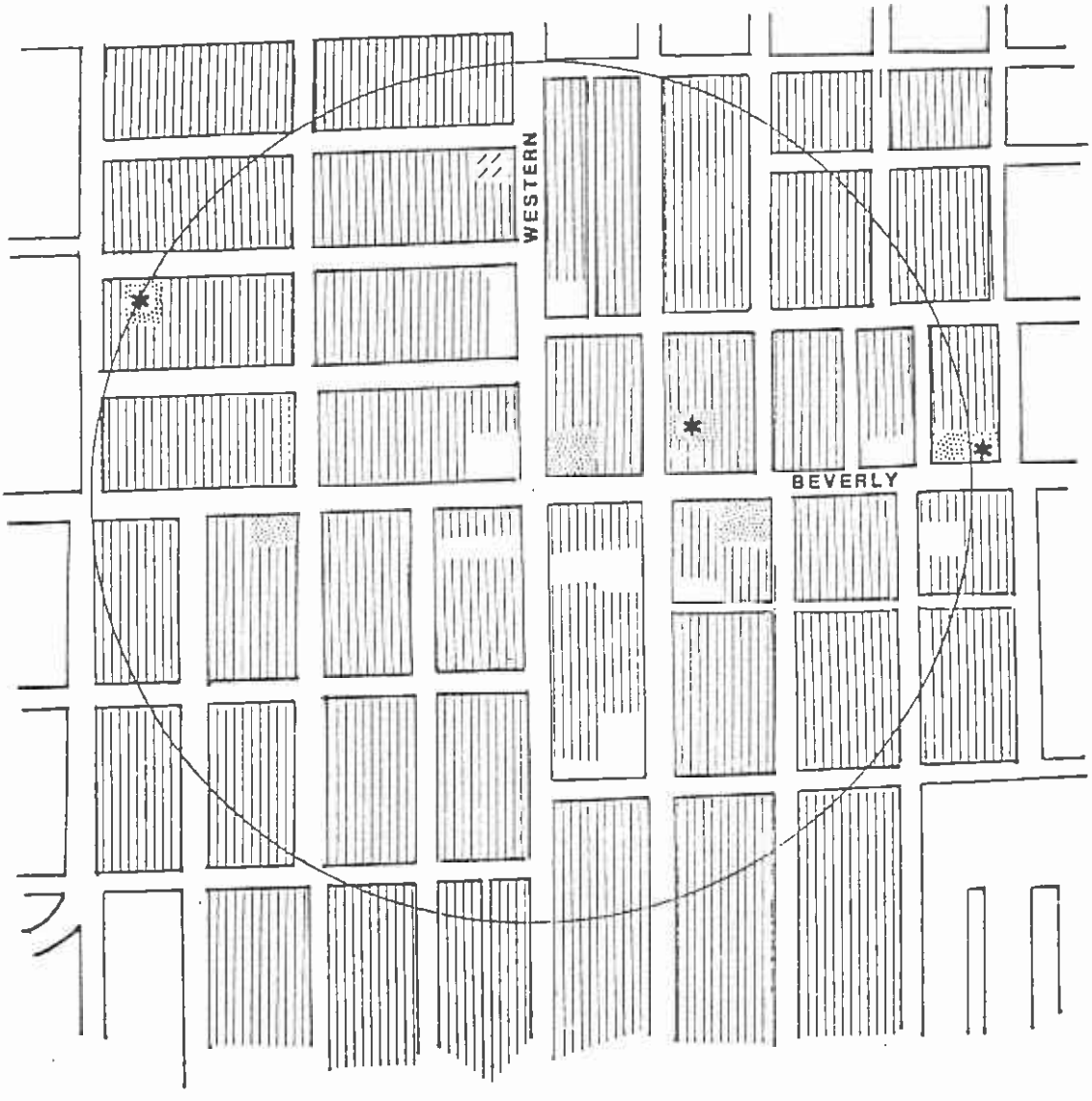
SCALE 0 250 500 1000

LAND USES

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL
- VACANT RESIDENTIAL
- VACANT COMMERCIAL
- VACANT OFFICE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-48



BEVERLY/WESTERN

NORTH

0 250 500 1000

SCALE

BUILDING CONDITION

GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-49

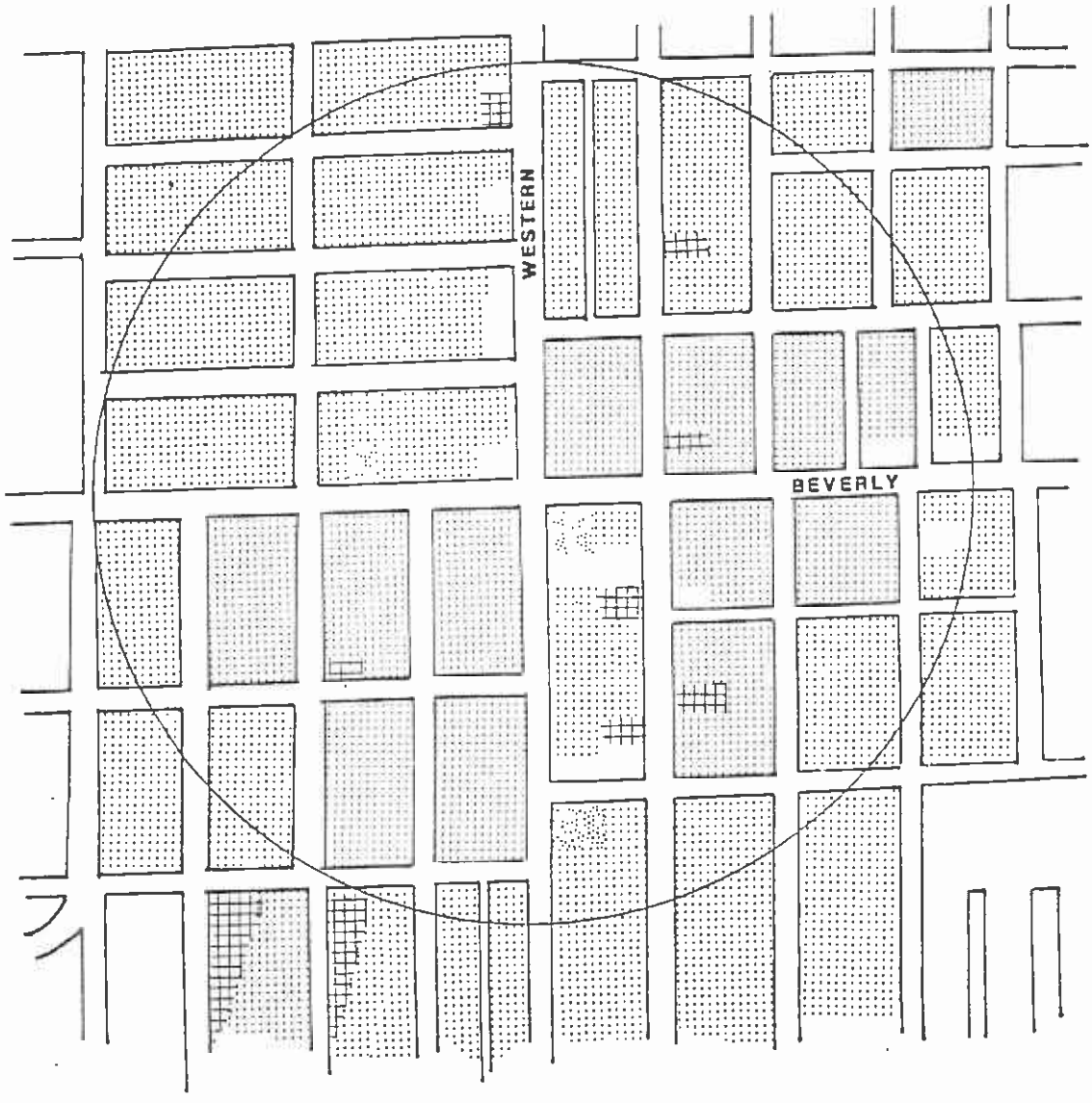
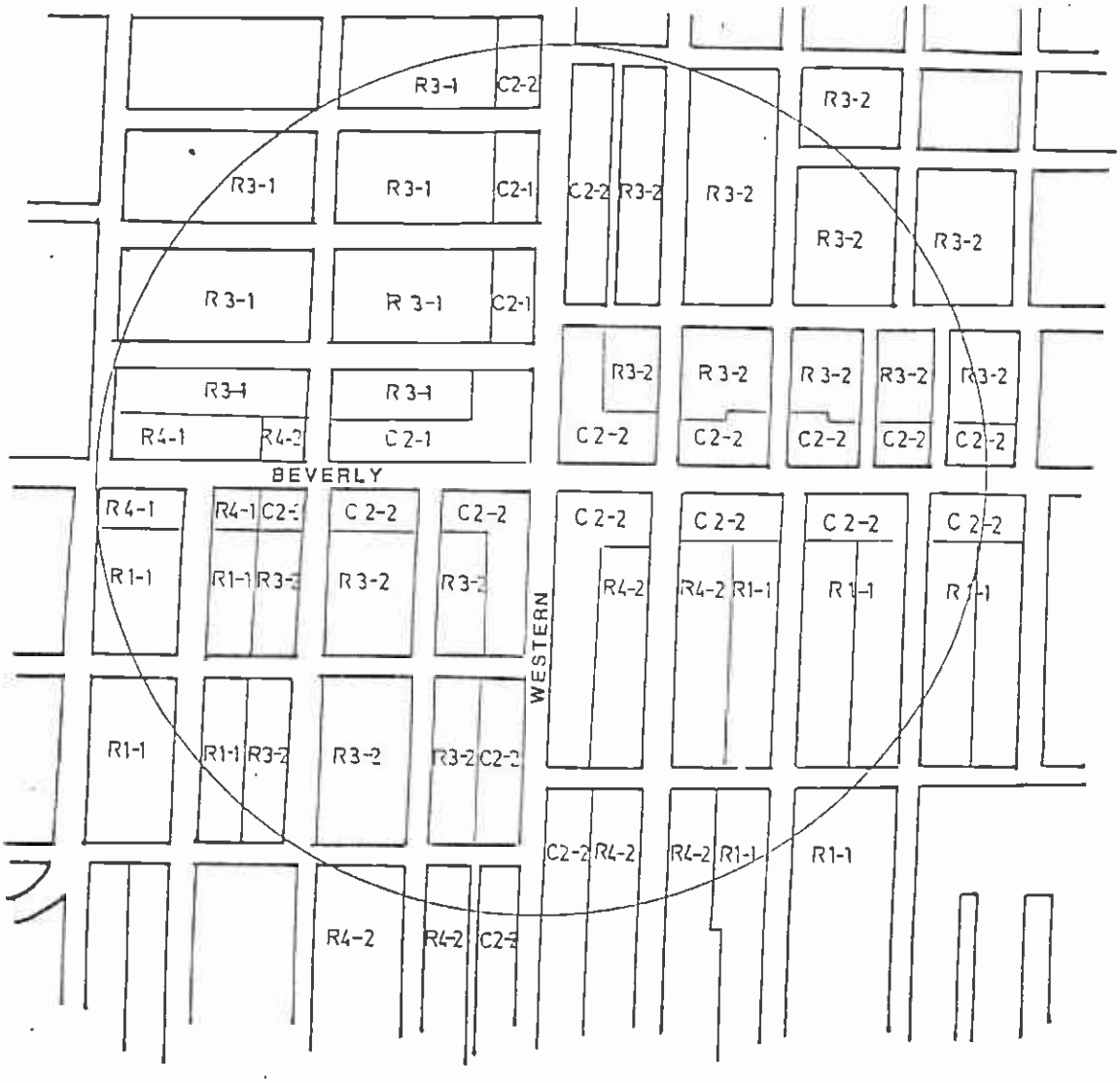

WESTERN
BEVERLY
BEVERLY/WESTERN
BUILDING HEIGHT
LOW RISE
MEDIUM RISE
HIGH RISE
NORTH
SCALE
0
250
500
1000

Figure 2-50



BEVERLY/WESTERN

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-51

2.5.7.4 Areas Susceptible to Reinvestment

Ten acres of property on fourteen percent of the station area zoned for commercial use are susceptible to reinvestment. Fifty-six acres, or 81 percent of the total land area, is zoned for residential use and is susceptible to redevelopment. Taking displaced units into account, 1,920 units could be built on this property.

2.5.8 Western/Santa Monica (Alignment 5)

2.5.8.1 Land Use Profile

Santa Monica Boulevard and Western Avenue are developed with low and medium rise commercial structures (Figures 2-52 to 2-57). Fast-food restaurants, retail shops, movie theaters, and small businesses are located in these commercial strips. A Sears department store is located on Santa Monica Boulevard one block west of Western Avenue. A commercial building is under construction on Santa Monica Boulevard near the Hollywood Freeway. Multi-family residential uses surround the commercial area. The buildings in the area are aged and in average condition.

2.5.8.2 Land Use Plans and Policies

The Hollywood Community Plan designates the area for neighborhood and office use. The area surrounding the commercial designation north of Santa Monica Boulevard is shown as appropriate for high medium residentials use (40 to 60 dwelling units per acre). The area south of Santa Monica Boulevard has medium-density residential uses (24 to 40 dwelling units per acre).

2.5.8.3 Zoning

The frontages of Western Avenue and Santa Monica Boulevard are zoned C2 commercial (Figure 2-58). The surrounding area is zoned R4 residential with some R3 residential properties.

2.5.8.4 Areas Susceptible to Reinvestment

There are twelve acres of commercially zoned land susceptible to reinvestment or eighteen percent of the total land area. There are 29 acres of residentially zoned land, 45 percent of station area, which are underutilized. An additional 2,330 dwelling units could be developed on this property.

2.5.9 Sunset/Vine (Alignments 4, 5)

2.5.9.1 Land Use Profile

Predominant land use in the area is office and commercial (Figures 2-59 to 2-64). A number of banks are concentrated along Sunset Boulevard. A newly constructed shopping center occupies the northwest corner of Sunset and Vine. There are some high-rise office buildings on Sunset and the Hollywood Video Center Station in located on the west side of Vine north of Sunset. There area is predominately commercial with a small amount of residential uses on the east side of Vine south of DeLongpre Avenue.

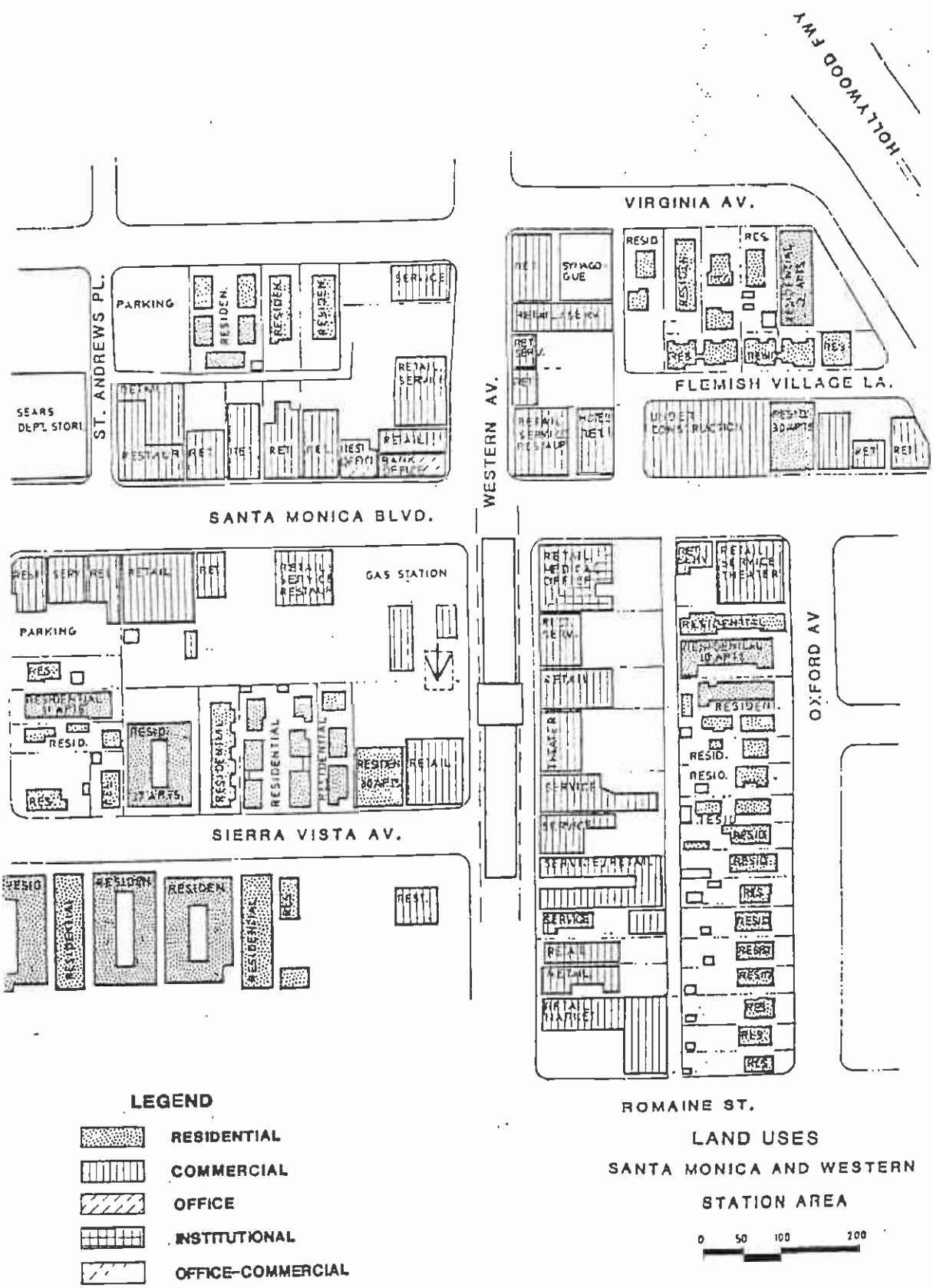

HOLLYWOOD FWY
VIRGINIA AV.
ST. ANDREWS PL.
PARKING
SEARS DEPT. STORE
SANTA MONICA BLVD.
WESTERN AV.
FLEMISH VILLAGE LA.
GAS STATION
SIERRA VISTA AV.
OXFORD AV
ROMAINE ST.
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
INSTITUTIONAL
OFFICE-COMMERCIAL
LAND USES
SANTA MONICA AND WESTERN
STATION AREA
0 50 100 200

Figure 2-52

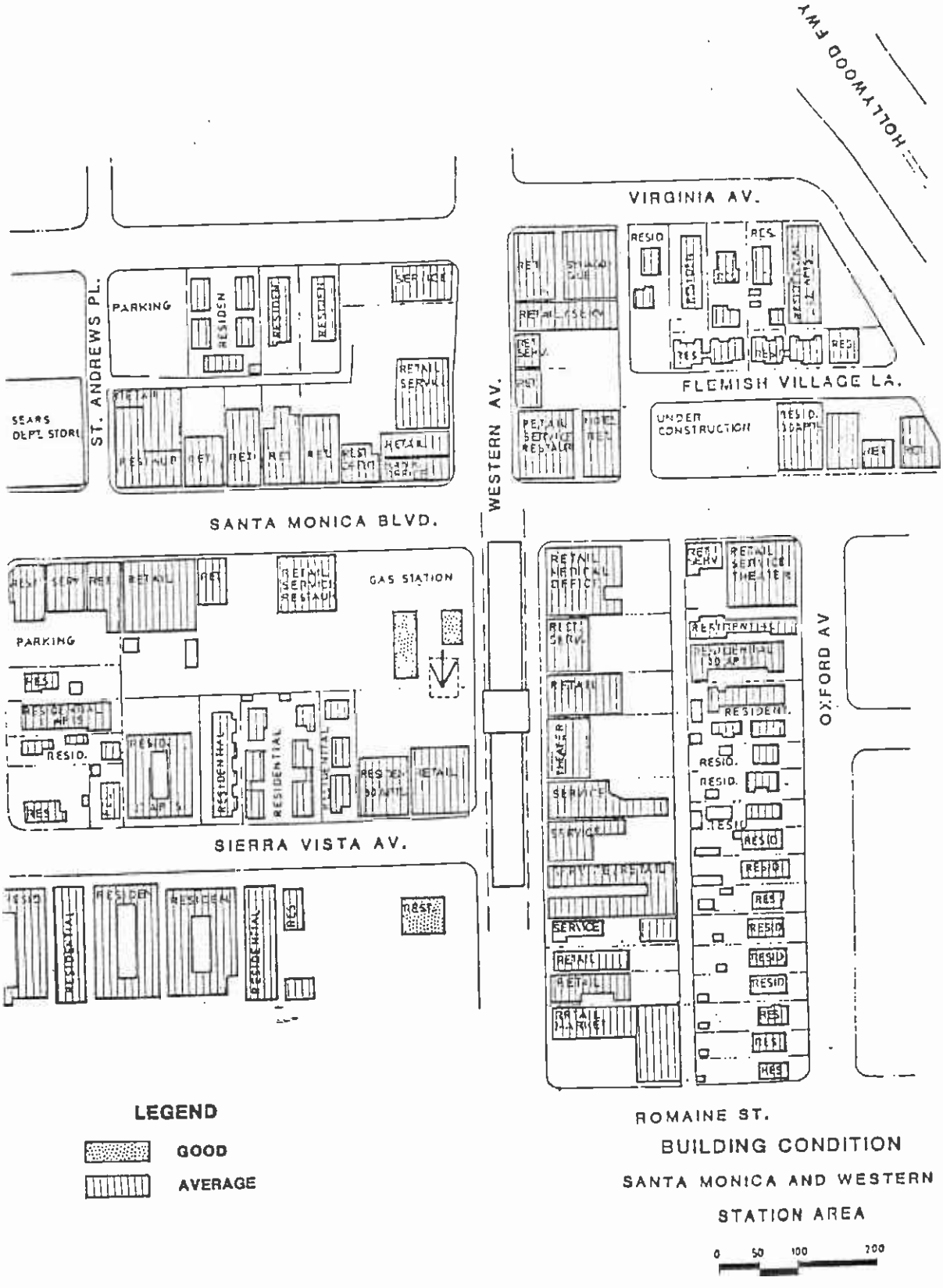

HOLLYWOOD FWY
VIRGINIA AV.
ST. ANDREWS PL.
PARKING
SEARS DEPT. STORE
SANTA MONICA BLVD.
WESTERN AV.
FLEMISH VILLAGE LA.
UNDER CONSTRUCTION
GAS STATION
PARKING
SIERRA VISTA AV.
OXFORD AV
ROMAINE ST.
LEGEND
GOOD
AVERAGE
BUILDING CONDITION
SANTA MONICA AND WESTERN
STATION AREA
0 50 100 200

Figure 2-53

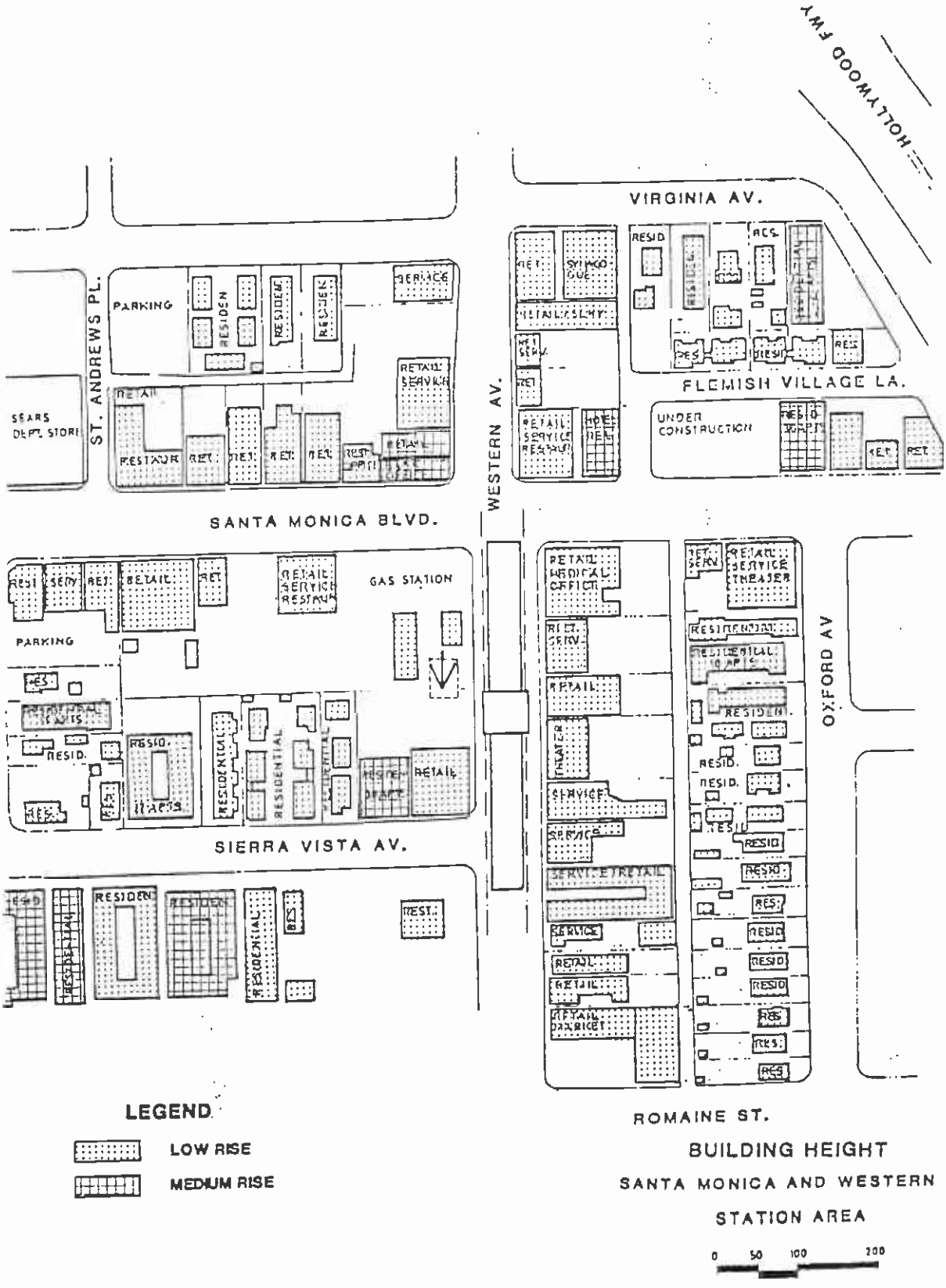
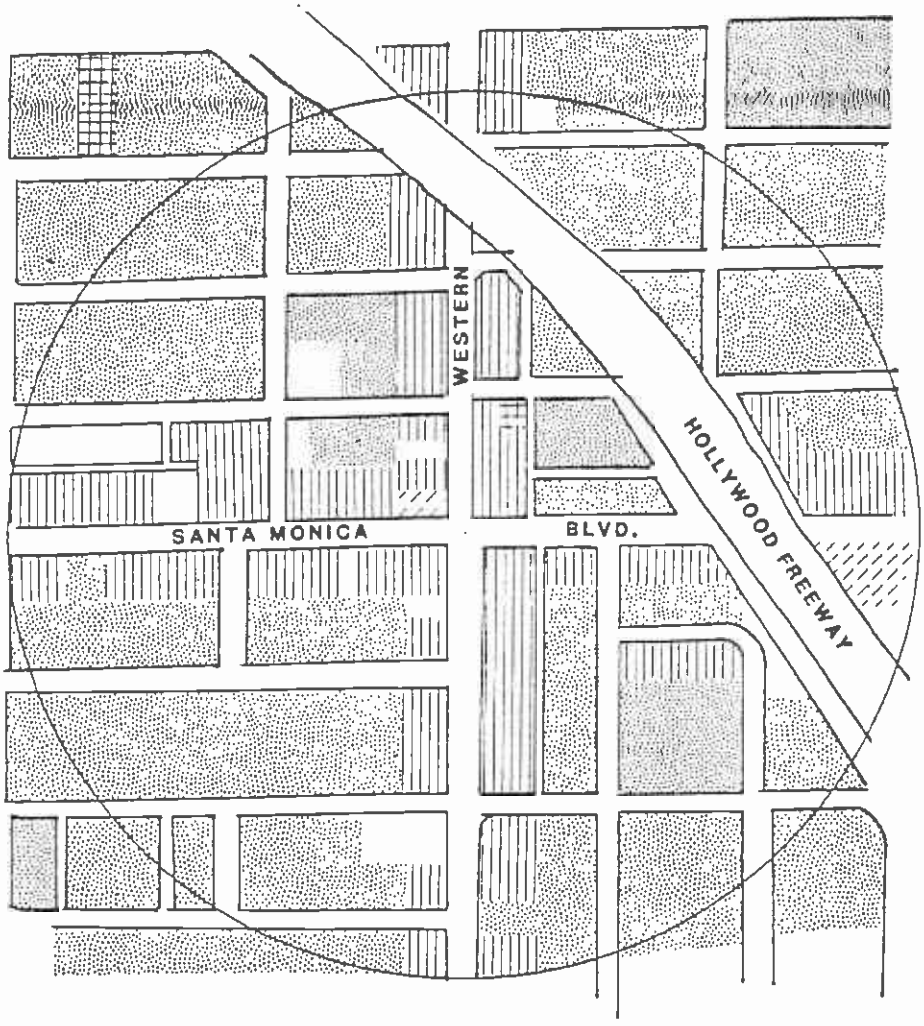

HOLLYWOOD FWY
VIRGINIA AV.
FLEMISH VILLAGE LA.
UNDER CONSTRUCTION
ST. ANDREWS PL.
SEARS DEPT. STORE
PARKING
SANTA MONICA BLVD.
WESTERN AV.
GAS STATION
SIERRA VISTA AV.
OXFORD AV
ROMAINE ST.
LEGEND
LOW RISE
MEDIUM RISE
BUILDING HEIGHT
SANTA MONICA AND WESTERN
STATION AREA
0 50 100 200

Figure 2-54



SANTA MONICA/WESTERN

NORTH

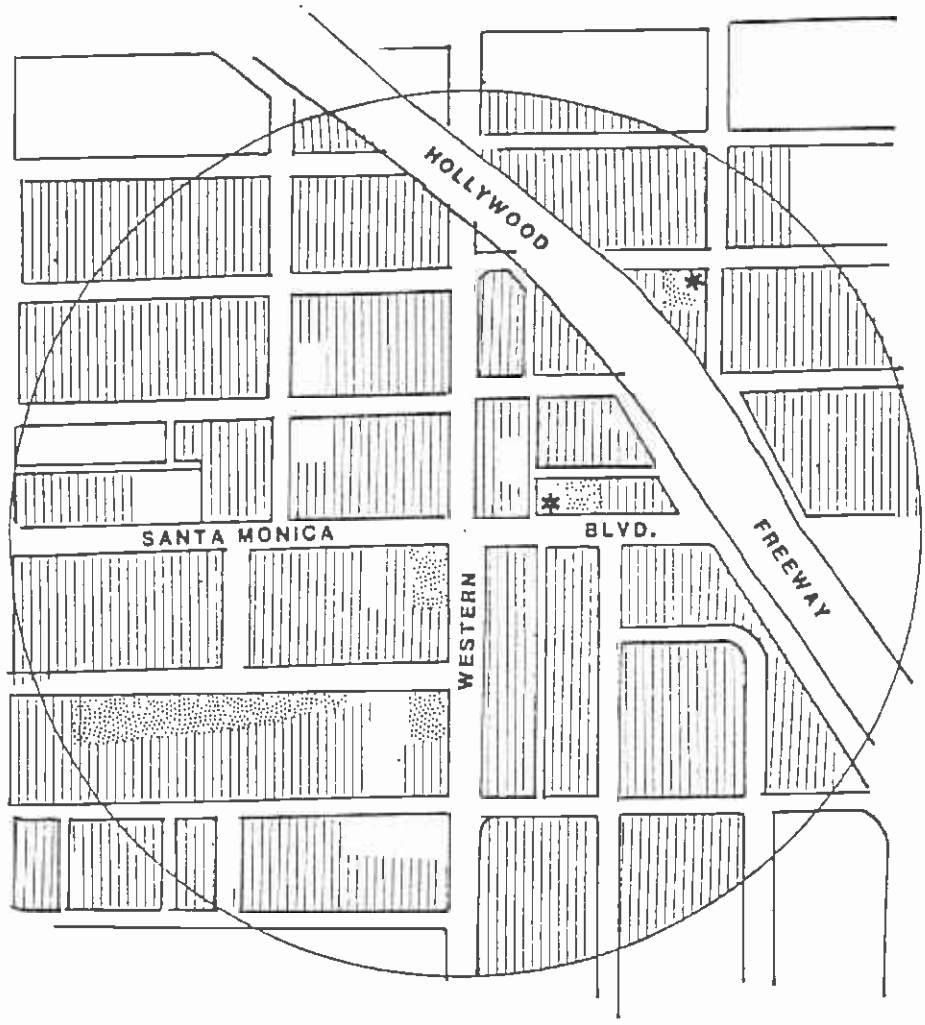
SCALE 0 250 500 1000

LAND USES

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL
- VACANT RESIDENTIAL
- VACANT COMMERCIAL
- VACANT OFFICE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-55



SANTA MONICA/WESTERN

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

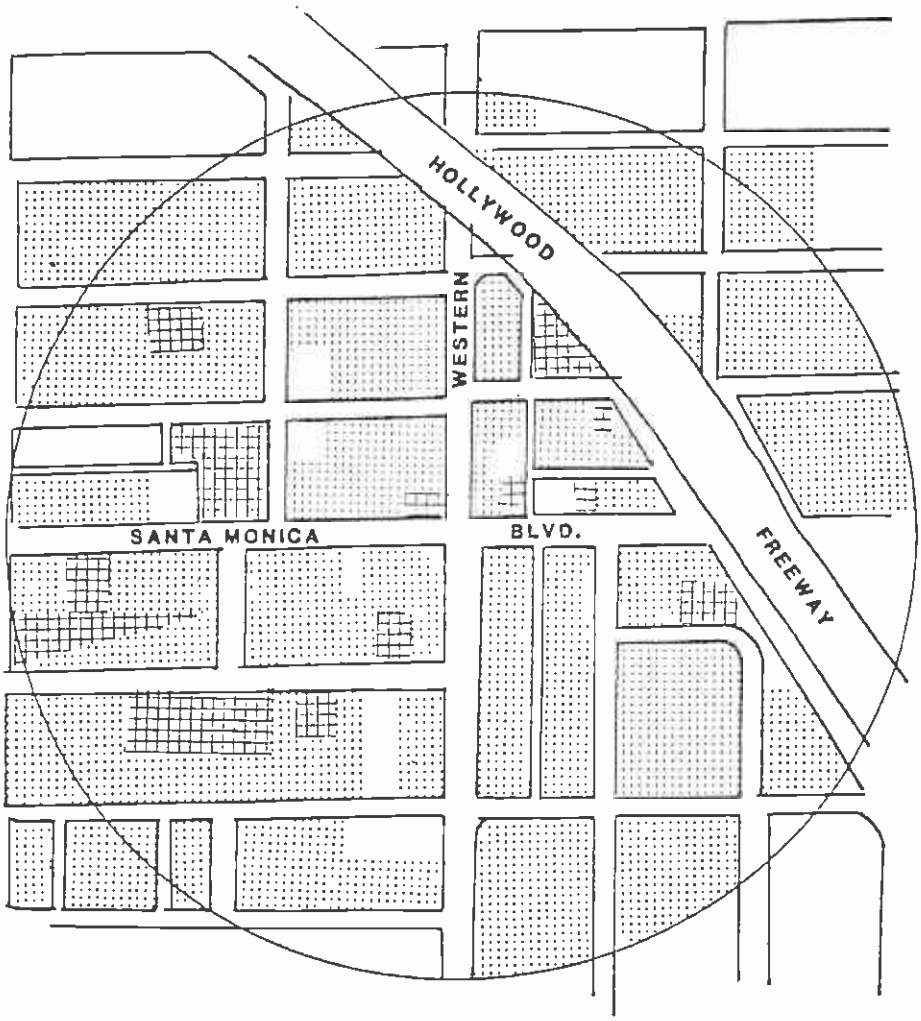
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-56



SANTA MONICA/WESTERN

NORTH

0 250 500 1000

SCALE

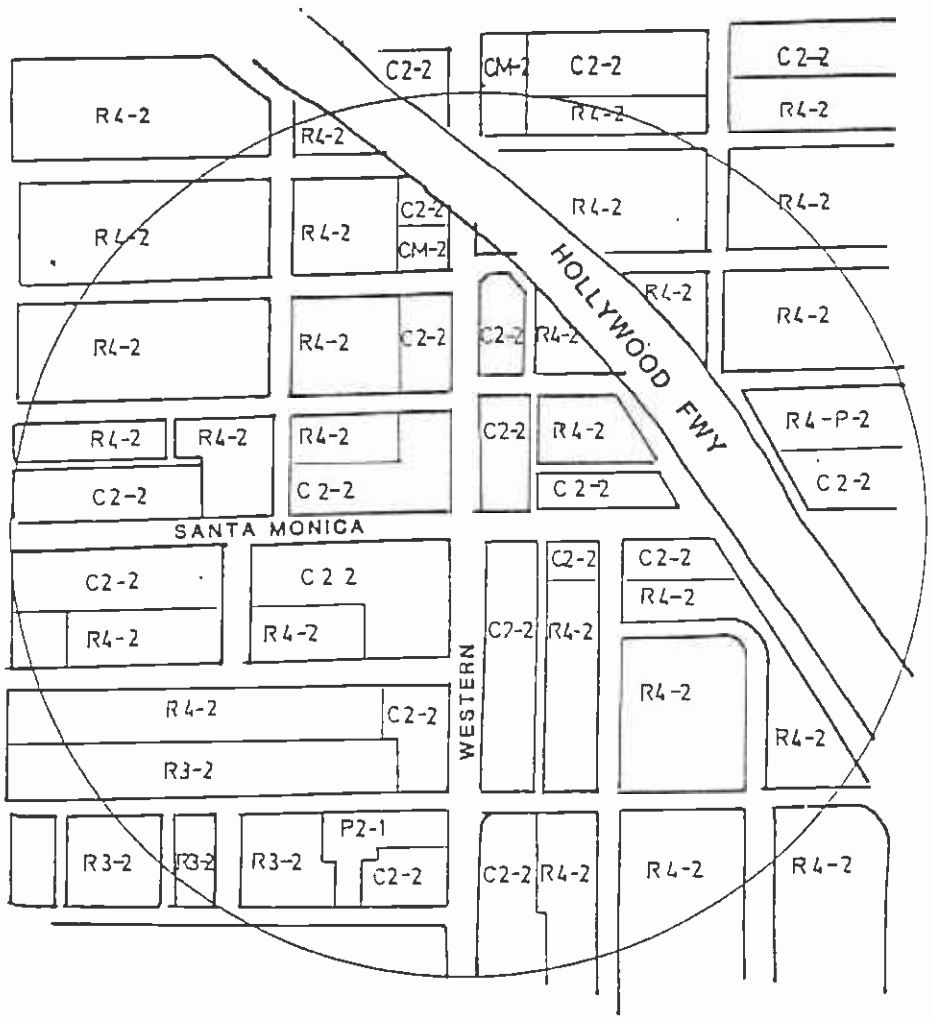
BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-57



SANTA MONICA/WESTERN

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-58

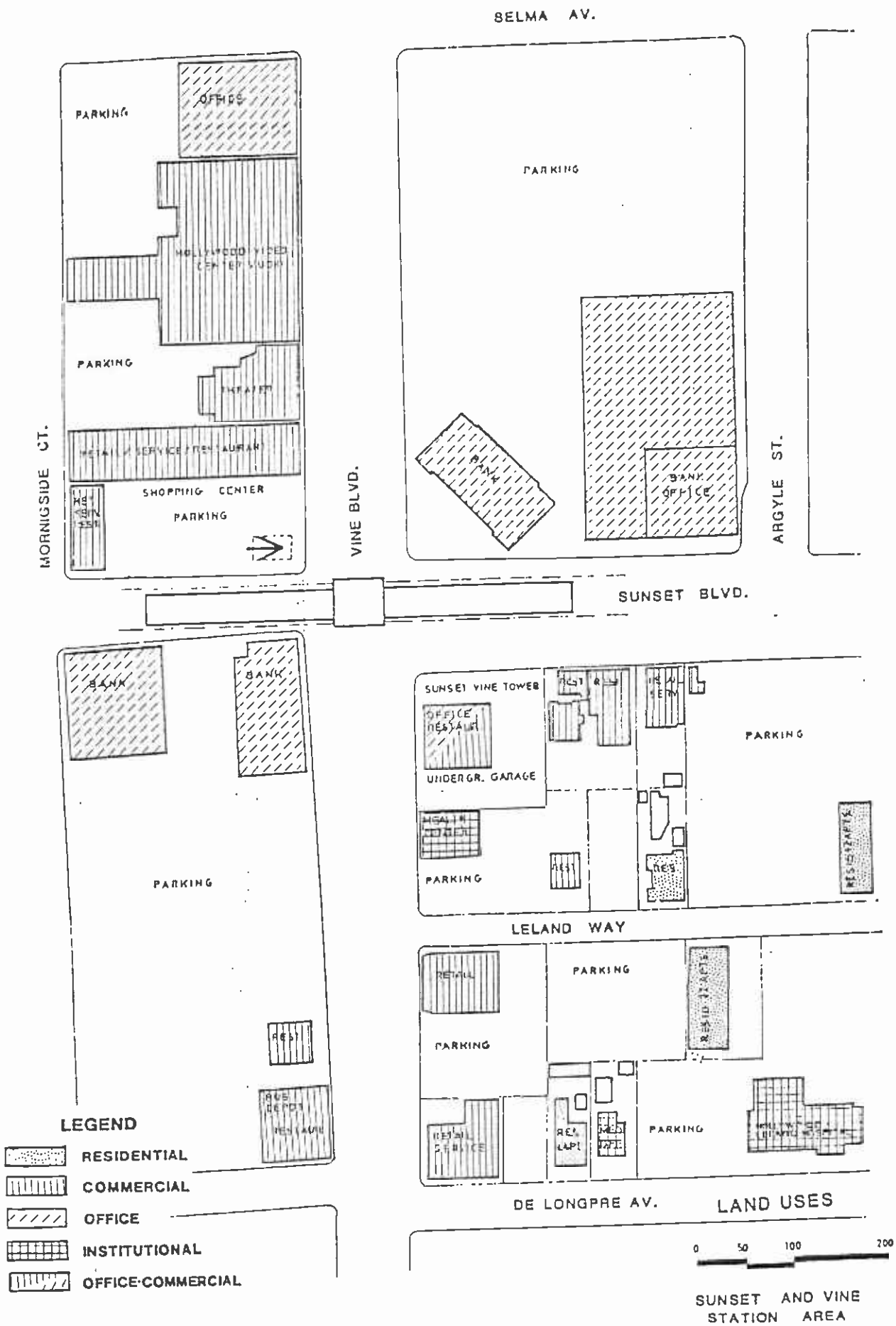

SELMA AV.
PARKING
OFFICE
PARKING
THEATER
SHOPPING CENTER
PARKING
MORNINGSIDE CT.
VINE BLVD.
PARKING
BANK
BANK OFFICE
ARGYLE ST.
SUNSET BLVD.
BANK
BANK
PARKING
SUNSET VINE TOWER
OFFICE
UNDERGR. GARAGE
PARKING
PARKING
LELAND WAY
RETAIL
PARKING
PARKING
PARKING
DE LONGPRE AV.
LEGEND
RESIDENTIAL
COMMERCIAL
OFFICE
INSTITUTIONAL
OFFICE-COMMERCIAL
LAND USES
0
50
100
200
SUNSET AND VINE
STATION AREA

Figure 2-59

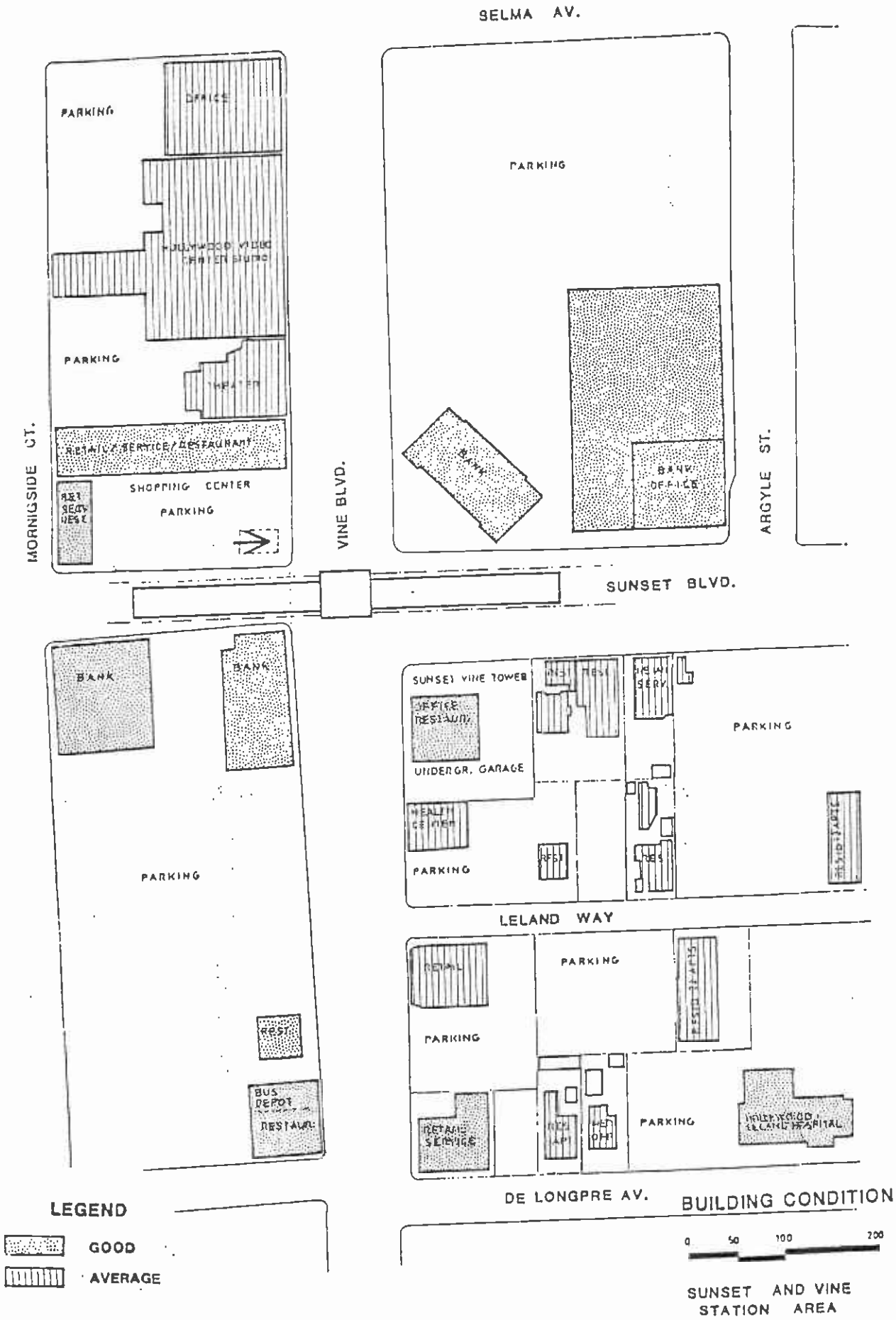

SELMA AV.
PARKING
OFFICE
PARKING
SHOPPING CENTER
PARKING
MORNINGSIDE CT.
VINE BLVD.
ARGYLE ST.
BANK
BANK OFFICE
SUNSET BLVD.
BANK
BANK
PARKING
SUNSET VINE TOWER
OFFICE
RESTAURANT
UNDERGR. GARAGE
PARKING
PARKING
LELAND WAY
PARKING
PARKING
PARKING
DE LONGPRE AV.
LEGEND
GOOD
AVERAGE
BUILDING CONDITION
0
50
100
200
SUNSET AND VINE
STATION AREA

Figure 2-60

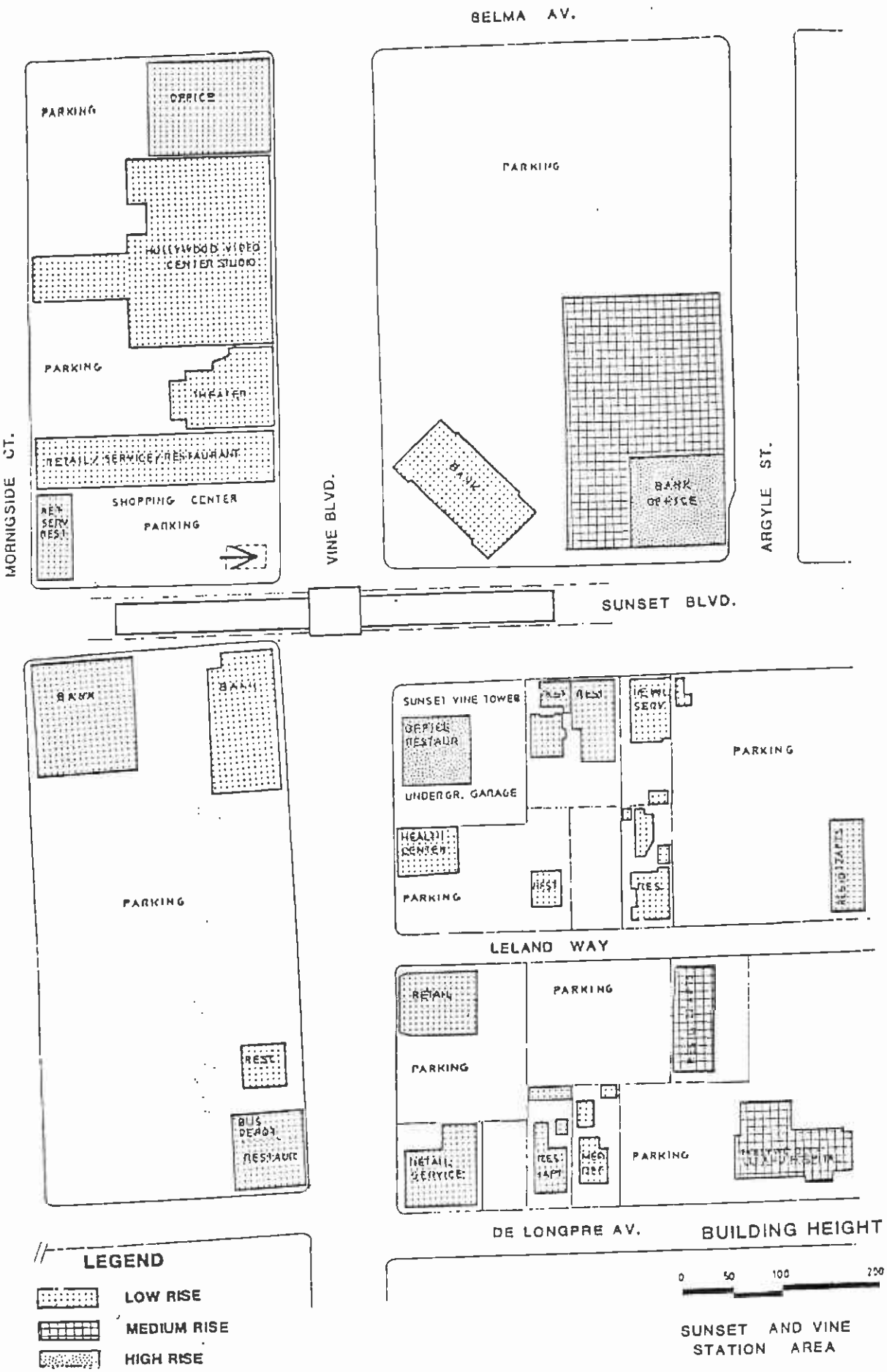
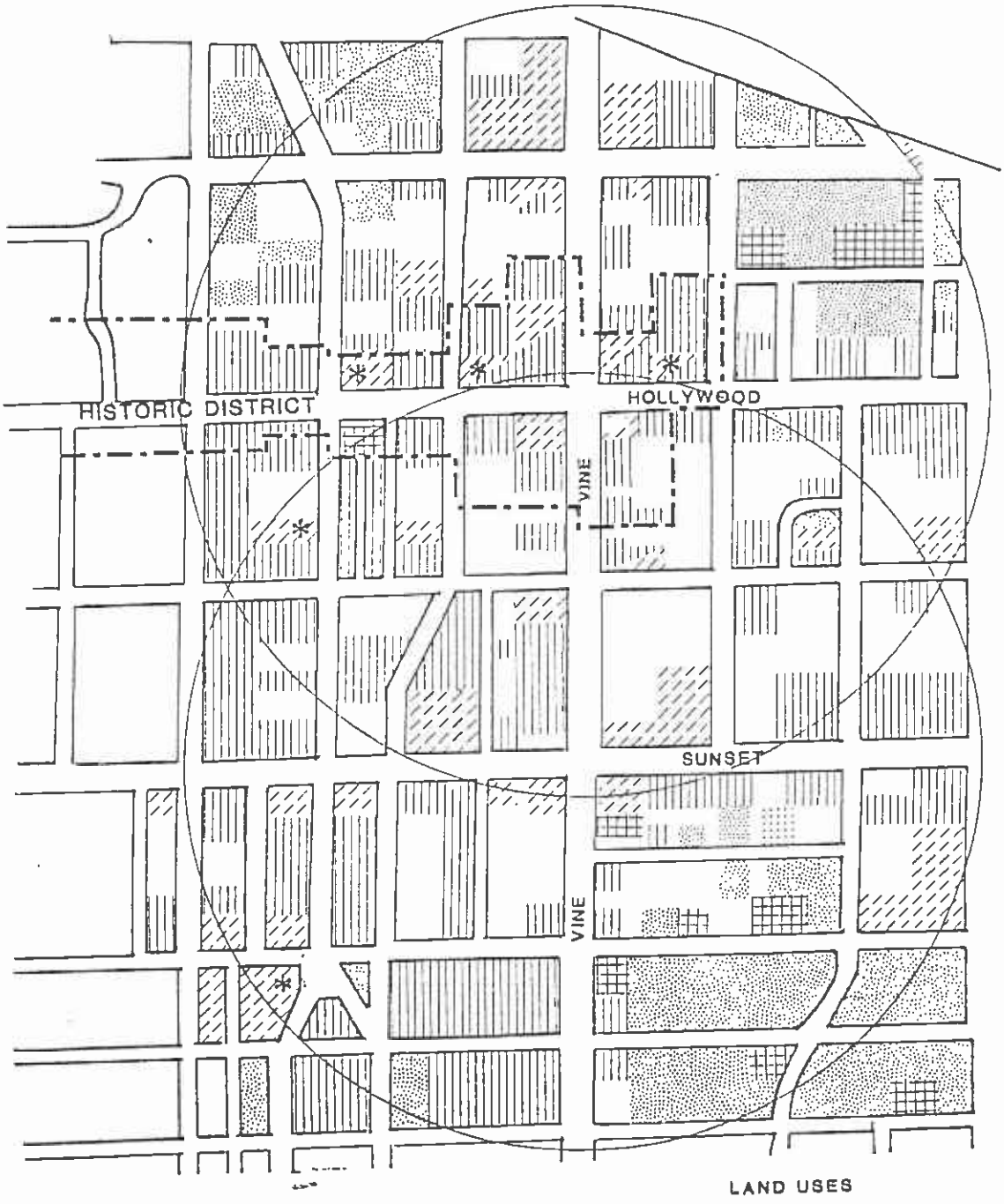

BELMA AV.
PARKING
OFFICE
HOLLYWOOD VIDEO CENTER STUDIO
PARKING
THEATER
RETAIL/ SERVICE/ RESTAURANT
SHOPPING CENTER
PARKING
REST SERV REST
MORNINGSIDE CT.
VINE BLVD.
PARKING
BANK
BANK OFFICE
ARGYLE ST.
SUNSET BLVD.
BANK
BANK
PARKING
REST.
BUS DEPOT RESTAURT
SUNSET VINE TOWER
OFFICE RESTAUR
UNDERGR. GARAGE
HEALTH CENTER
PARKING
REST
REST
SERV
PARKING
REST
LELAND WAY
RETAIL
PARKING
PARKING
RETAIL SERVICE
RES APT
MED REC
PARKING
DE LONGPRE AV.
BUILDING HEIGHT
0 50 100 200
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
SUNSET AND VINE STATION AREA

Figure 2-61



LAND USES

SUNSET/VINE

VINE/HOLLYWOOD

NORTH

SCALE 0 250 500 1000

RESIDENTIAL

COMMERCIAL

OFFICE

INDUSTRIAL

INSTITUTIONAL

VACANT RESIDENTIAL

VACANT COMMERCIAL

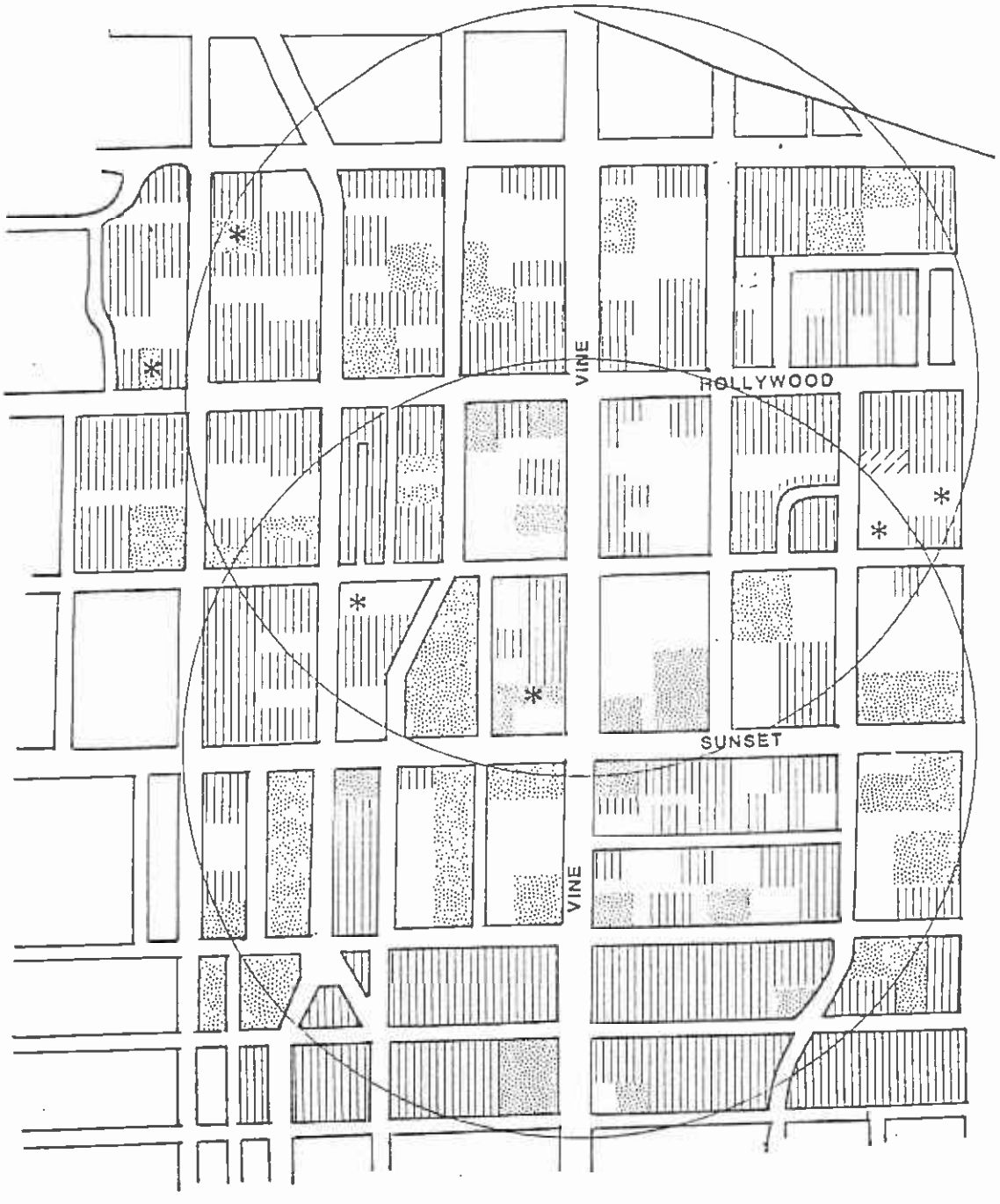
VACANT OFFICE

OFFICE/COMMERCIAL

RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-62



SUNSET/VINE

VINE/HOLLYWOOD

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

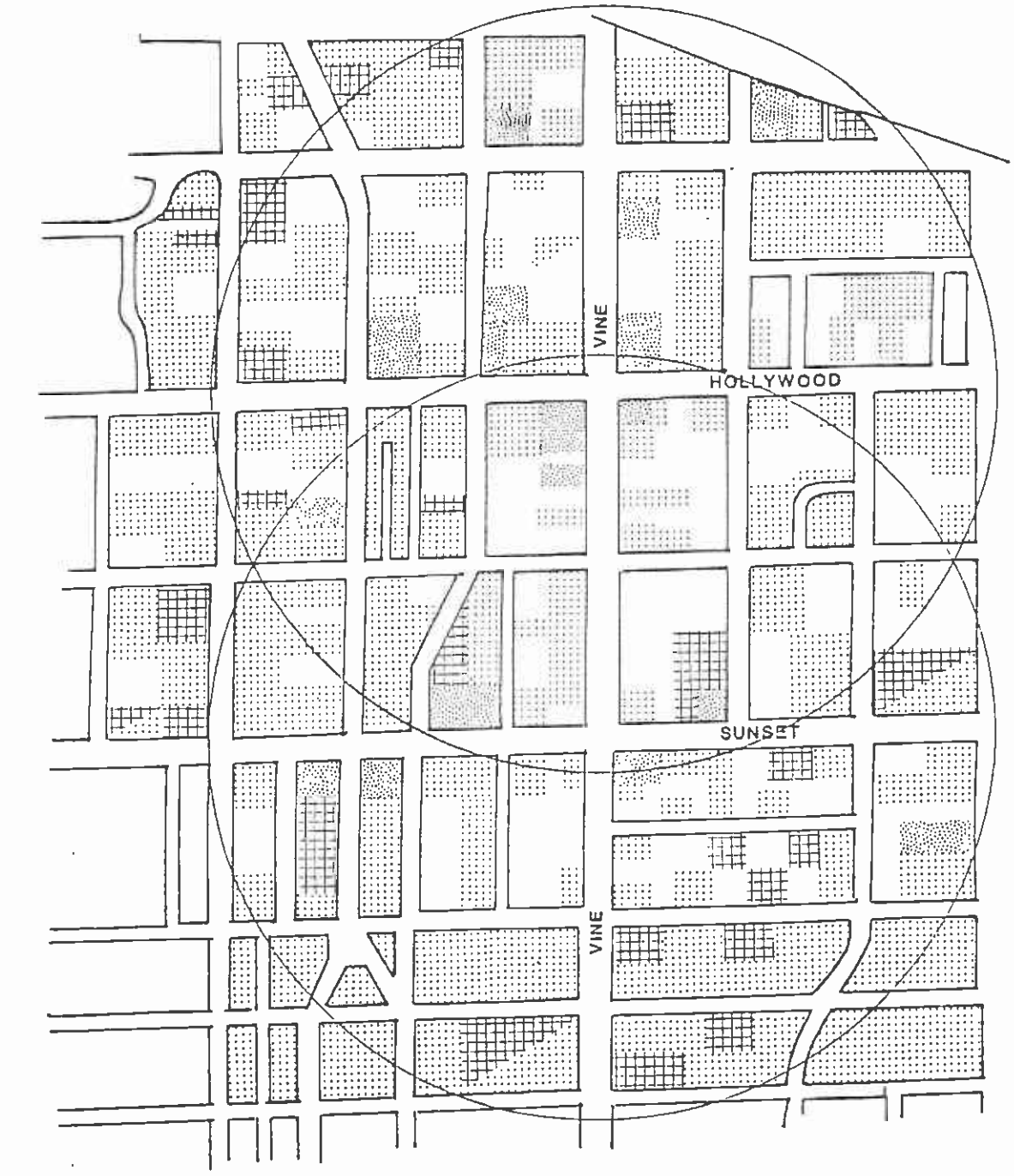
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-63



SUNSET/VINE

VINE/HOLLYWOOD

NORTH

0 250 500 1000

SCALE

BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-64

2.5.9.2 Land Use Plans and Policies

This intersection is designated as part of a regional center on both the Hollywood Community Plan and on the CRA Hollywood Redevelopment Plan. A portion of the southeast quadrant of the intersection is designated for high-density residential uses (60 to 80 dwelling units per acre).

2.5.9.3 Zoning

The area is zoned C2 and C4 commercial use with R4 residential use in the southeast quadrant (Figure 2-65).

2.5.9.4 Areas Susceptible to Reinvestment

There are 39 acres or 51 percent of the station area, zoned for commercial use and susceptible to reinvestment. Nine acres or twelve percent of the residentially zoned land is susceptible to reinvestment. An additional 870 dwelling units could be developed in this area.

2.5.10 Sunset/Vermont (Alignment 4)

2.5.10.1 Land Use Profile

The station area is developed with hospitals and large medical facilities (Figures 2-66 to 2-71). The other uses in the area are complementary to these uses--parking garages, medical offices and pharmacies. An office building is being constructed on the southwest corner of Vermont and Sunset. Barnsdall Park is located on the northern end of the impact area. A community shopping center is located on Vermont Avenue north of Sunset Boulevard. The building condition is average to good and the building heights vary. There are low- medium- and high-rise structures in the area.

2.5.10.2 Land Use Plans and Policies

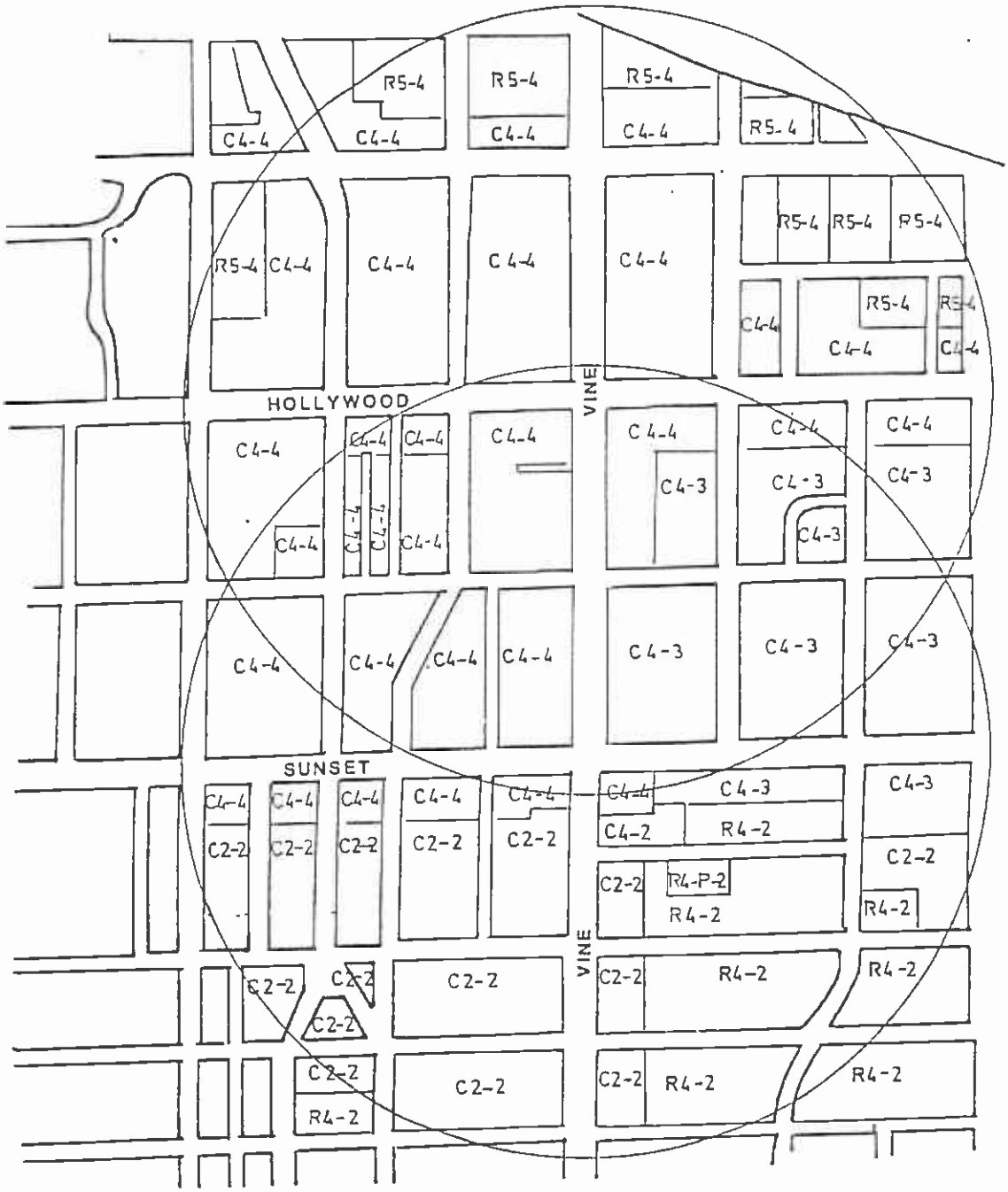
The station is located within the Hollywood Community Plan which designates this intersection for community commercial use. The Concept Plan of Los Angles designates this area as a "Center." Barnsdall Park is recognized on the Plan.

2.5.10.3 Zoning

The area is predominately zoned C2 commercial with some R4 residential zoning in the northwest and southwest quadrants of the impact area (Figure 2-72).

2.5.10.4 Areas Susceptible to Reinvestment

There are 23 acres of commercially zoned land susceptible to reinvestment, which is equal to 32 percent of the impact area. There are eleven acres of underutilized residentially zoned land, 15 percent of the area. Taking displacement into consideration, 1,020 additional units could be built on this property.



SUNSET/VINE

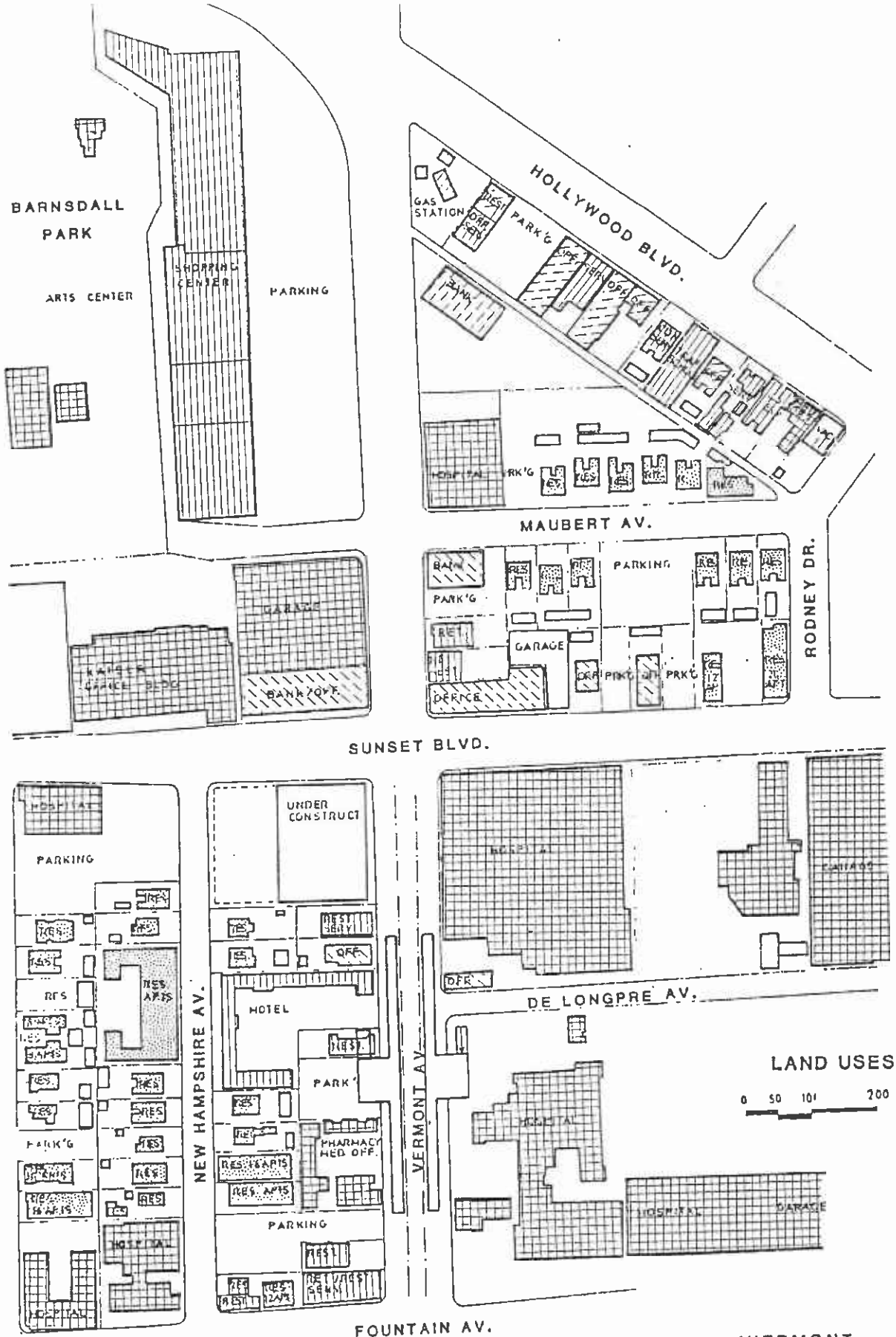
HOLLYWOOD / VINE

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-65



SUNSET / VERMONT STATION AREA

Figure 2-66

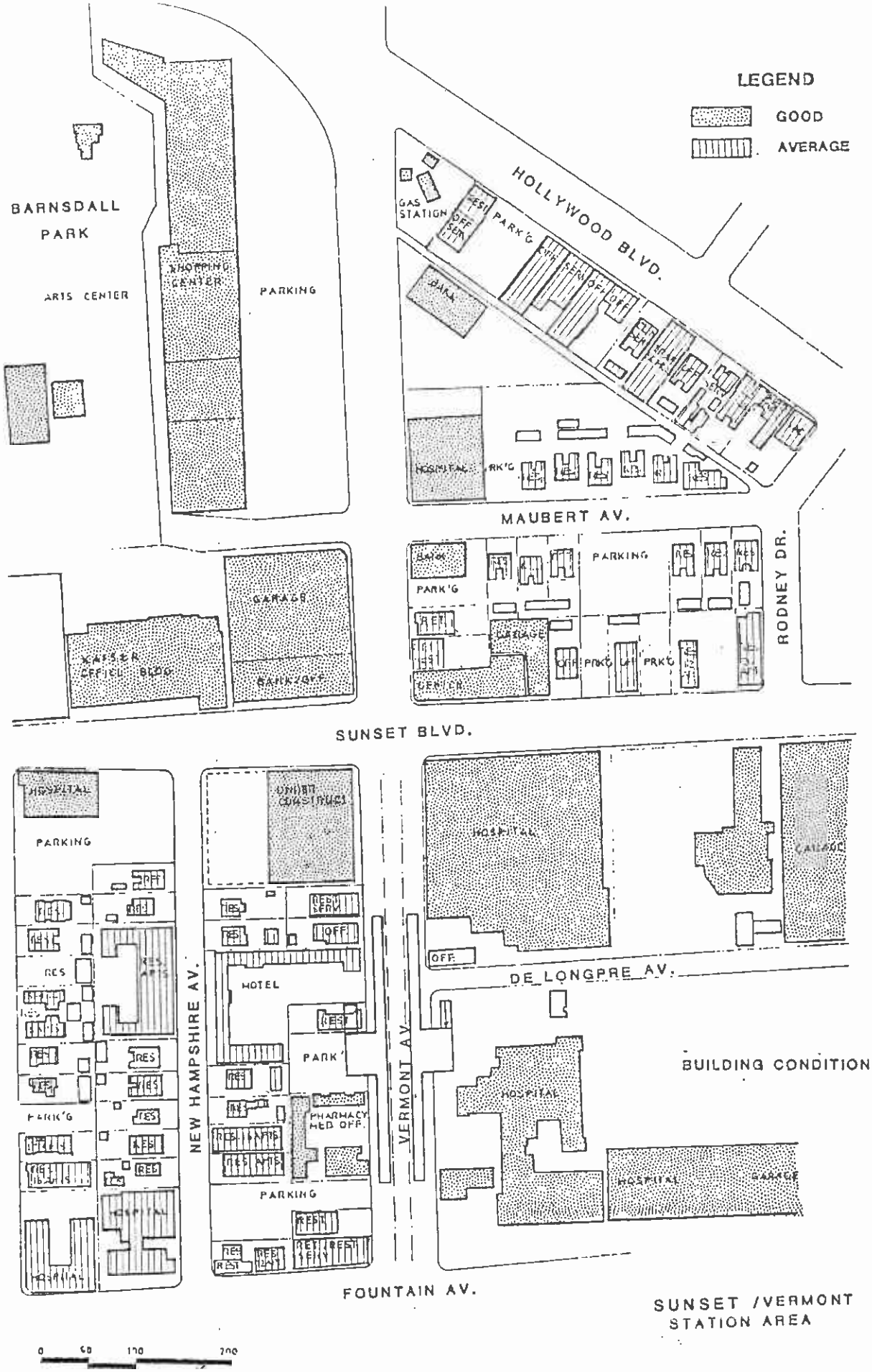
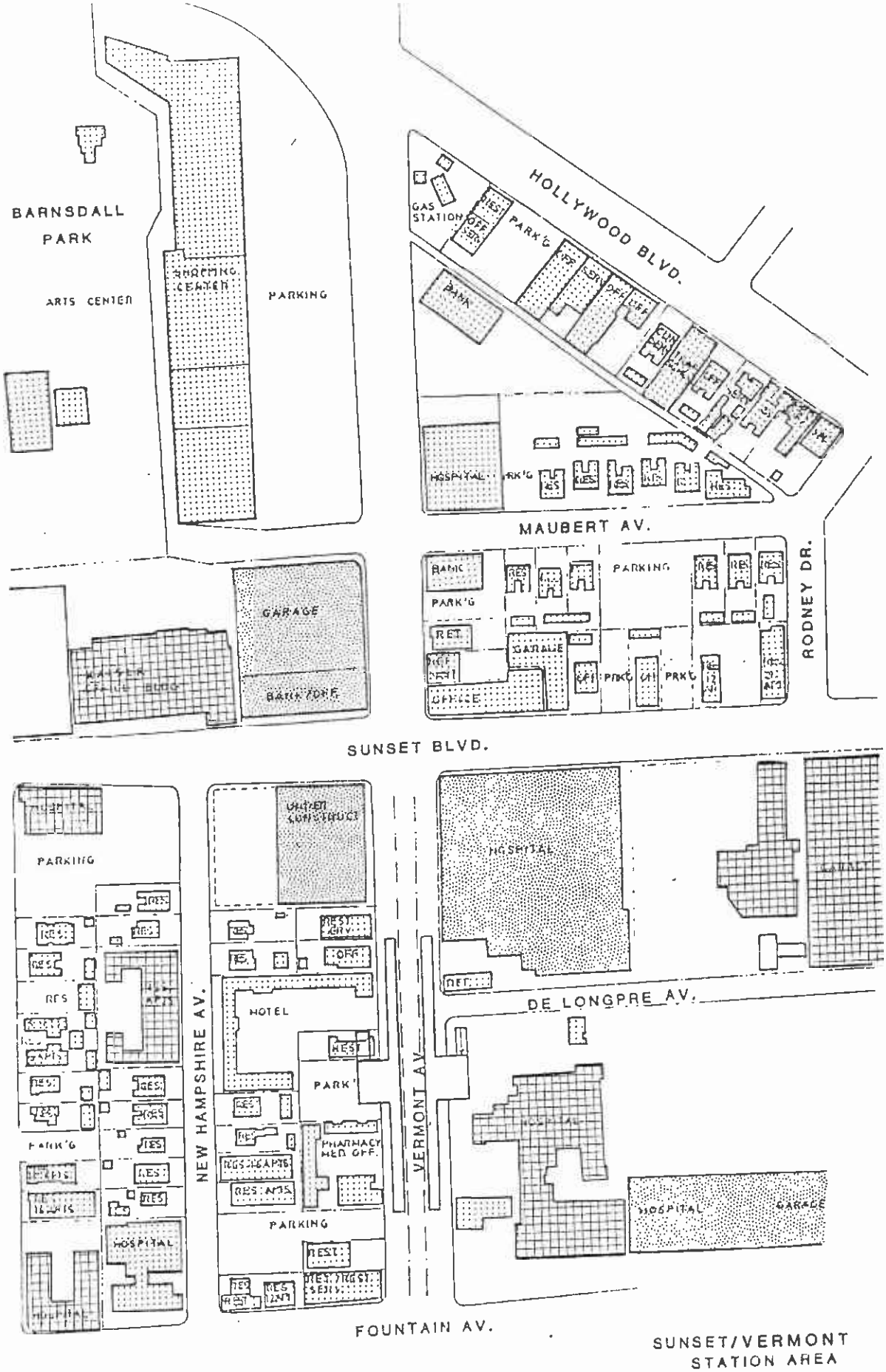

LEGEND
GOOD
AVERAGE
BARNSDALL PARK
ARTS CENTER
SHOPPING CENTER
PARKING
HOLLYWOOD BLVD.
GAS STATION
PARK'G
HOSPITAL
MAUBERT AV.
RODNEY DR.
GARAGE
KAISER CEFICAL BLDG
SUNSET BLVD.
HOSPITAL
PARKING
UNDER CONSTRUCT
HOTEL
PARK'
PHARMACY MED OFF.
NEW HAMPSHIRE AV.
VERMONT AV.
DE LONGPRE AV.
FOUNTAIN AV.
BUILDING CONDITION
SUNSET /VERMONT STATION AREA
0
50
100
200

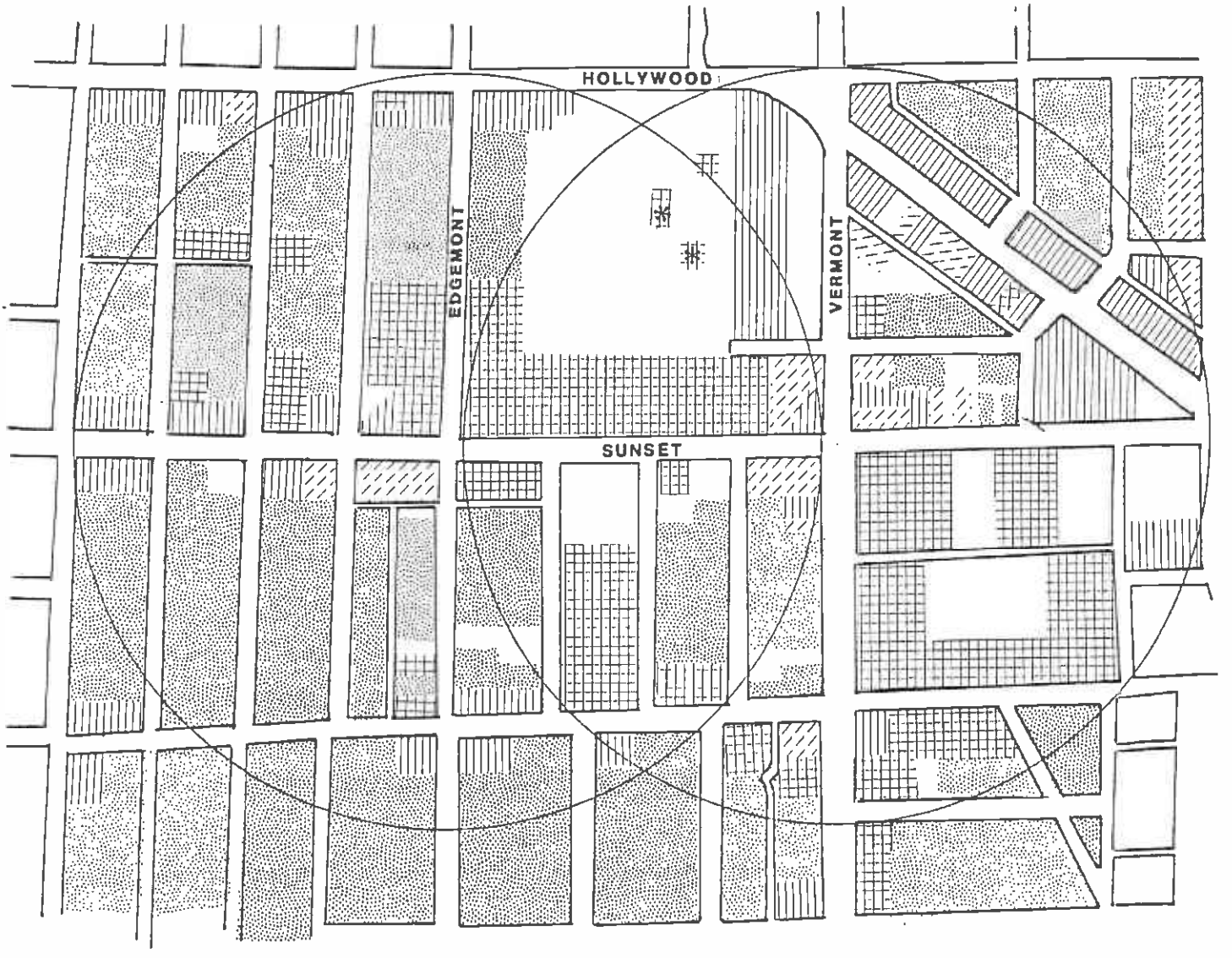
Figure 2-67



SUNSET/VERMONT STATION AREA

BUILDING HEIGHT

Figure 2-68



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

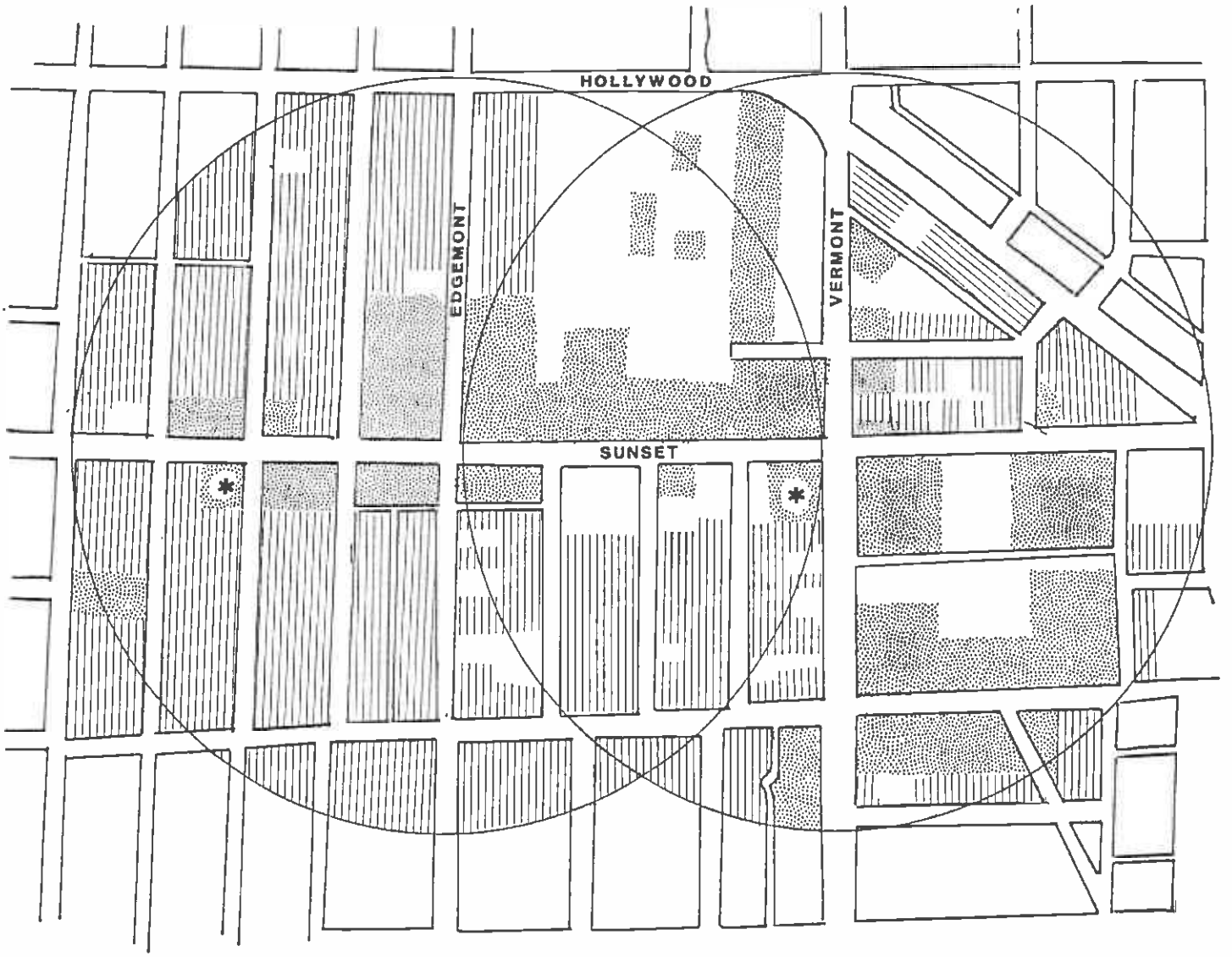
SCALE 0 250 500 1000

LAND USES

RESIDENTIAL	VACANT RESIDENTIAL
COMMERCIAL	VACANT COMMERCIAL
OFFICE	VACANT OFFICE
INDUSTRIAL	OFFICE/COMMERCIAL
INSTITUTIONAL	RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-69



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

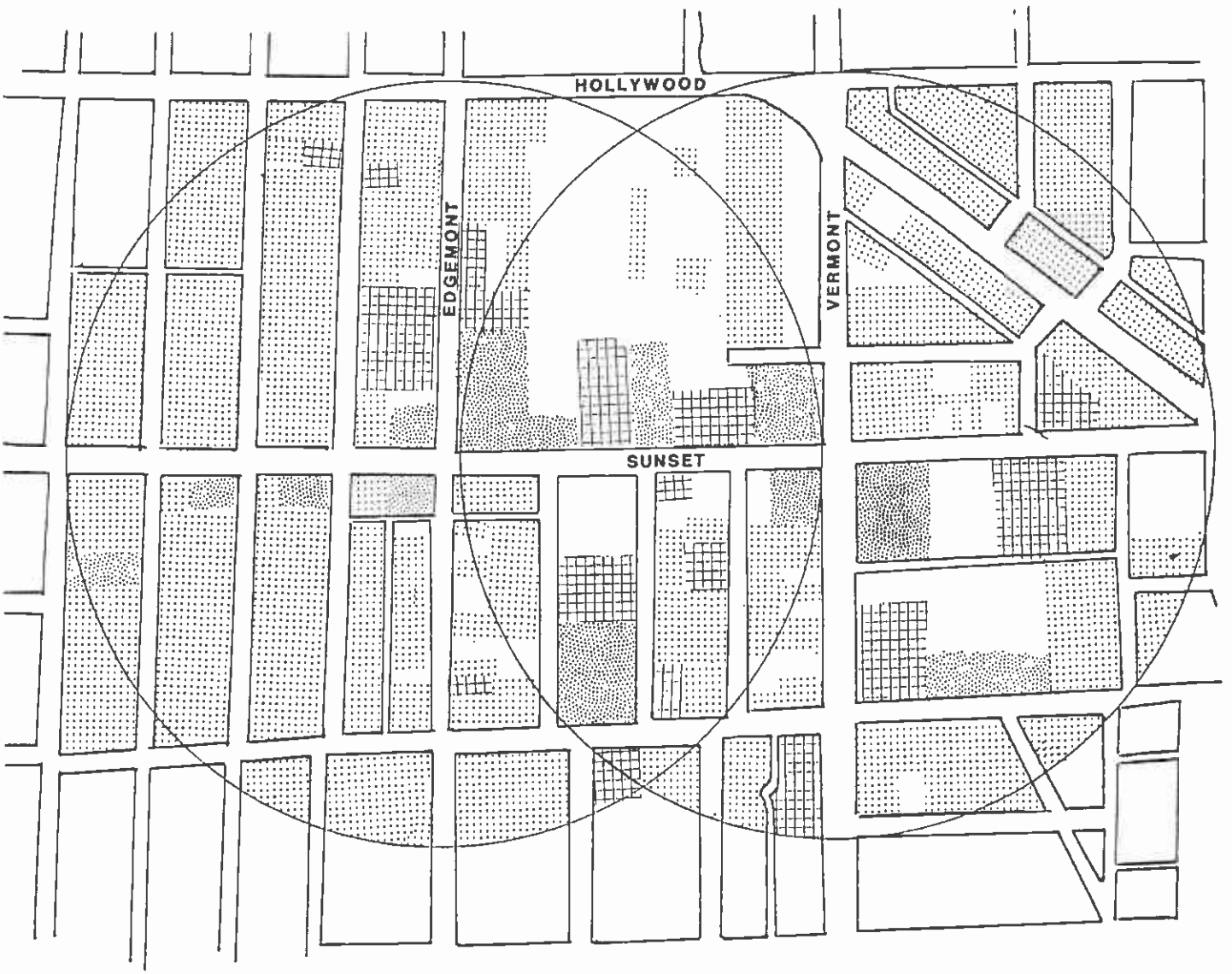
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-70



SUNSET/VERMONT
SUNSET/EDGEMONT

NORTH

SCALE 0 250 500 1000

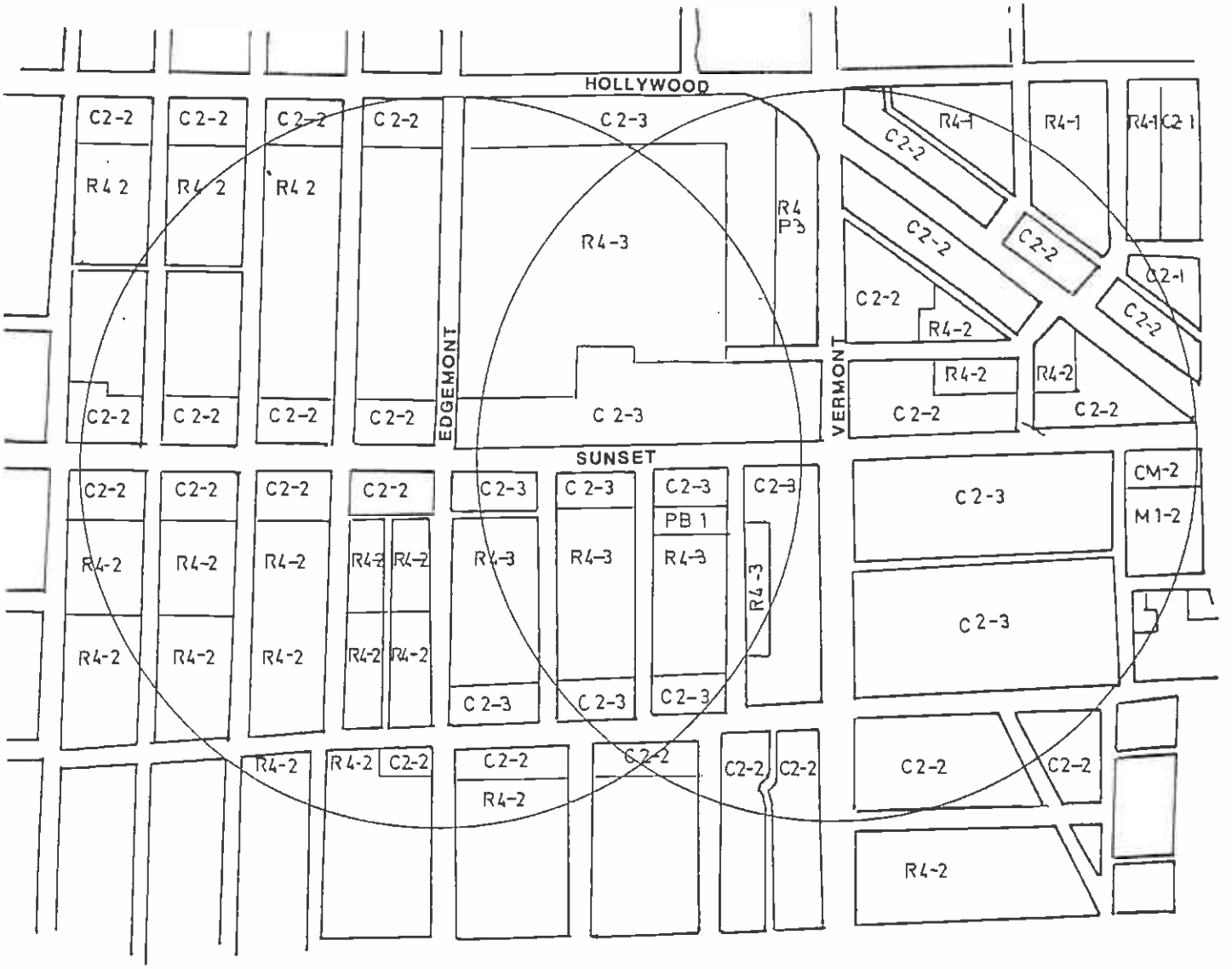
BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-71



SUNSET/VERMONT

SUNSET/EDGEMONT

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-72

2.5.11 Hollywood/Western (Alignments 1, 2, 3)

2.5.11.1 Land Use Profile

Commercial facilities, including retail stores, super markets, motels, adult shops, bars and arcades occupy the strips along Hollywood and Western (Figures 2-73 to 2-78). Residential structures consisting of two and three story apartment buildings surround the commercial area. The area is densely developed, however some of the housing is obsolete and in poor condition.

2.5.11.2 Land Use Plans and Policies

The Hollywood Community Plan shows highway-oriented commercial use appropriate for the intersection surrounded by high-density residential use (60 to 80 dwelling units per acre). The area is located in the CRA Hollywood Redevelopment Plan which designates the northwest and southwest quadrants for high density residential use and community commercial use in the northeast and southeast quadrants.

2.5.11.3 Zoning

The property fronting on Hollywood and Western is zoned C2 commercial surrounded by R4 residential (Figure 2-79).

2.5.11.4 Areas Susceptible to Reinvestment

There are 26 acres of commercially zoned land, or 33 percent of the impact area, and 22 acres of residentially zoned land, or 28 percent of the impact area, susceptible to reinvestment. An additional 2,020 units could be built on the residential property.

2.5.12 Hollywood/Vine (Alignments 1, 2, 3)

2.5.12.1 Land Use Profile

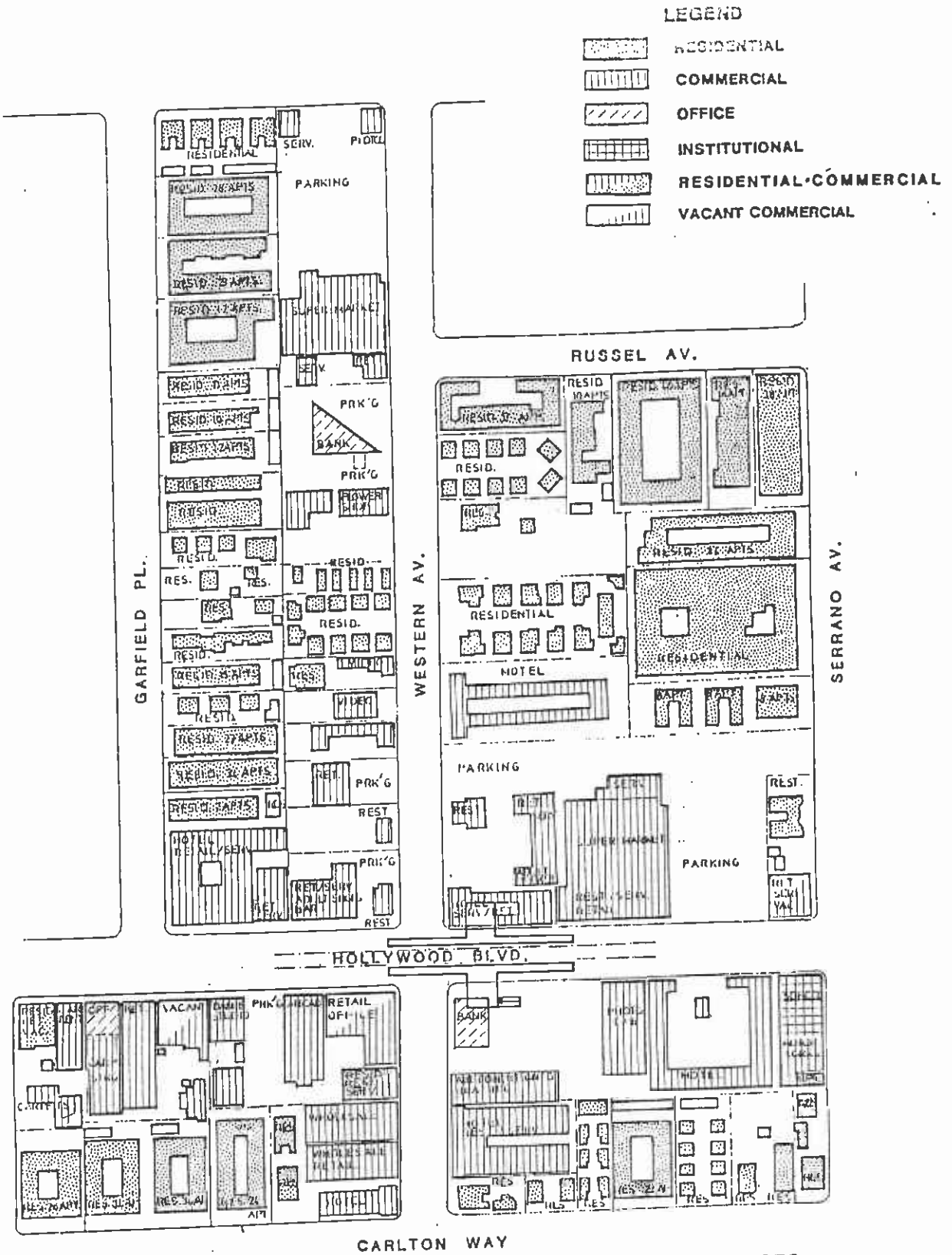
Office and commercial uses predominate the intersection (Figures 2-80 to 2-85). With the exception of the northwestern corner of Hollywood and Vine, the corners of this section are developed with high-rise office buildings with retail shops on the ground level. Other commercial facilities in the area include a large number of movie theaters and restaurants, the Capital Records Tower, recording studios and two high-rise hotels. The area has a combination of low- and high-rise structures in good to average condition.

2.5.12.2 Land Use Plans and Policies

This area is designated as a regional center on both the Hollywood Community Plan and the CRA Hollywood Redevelopment Plan.

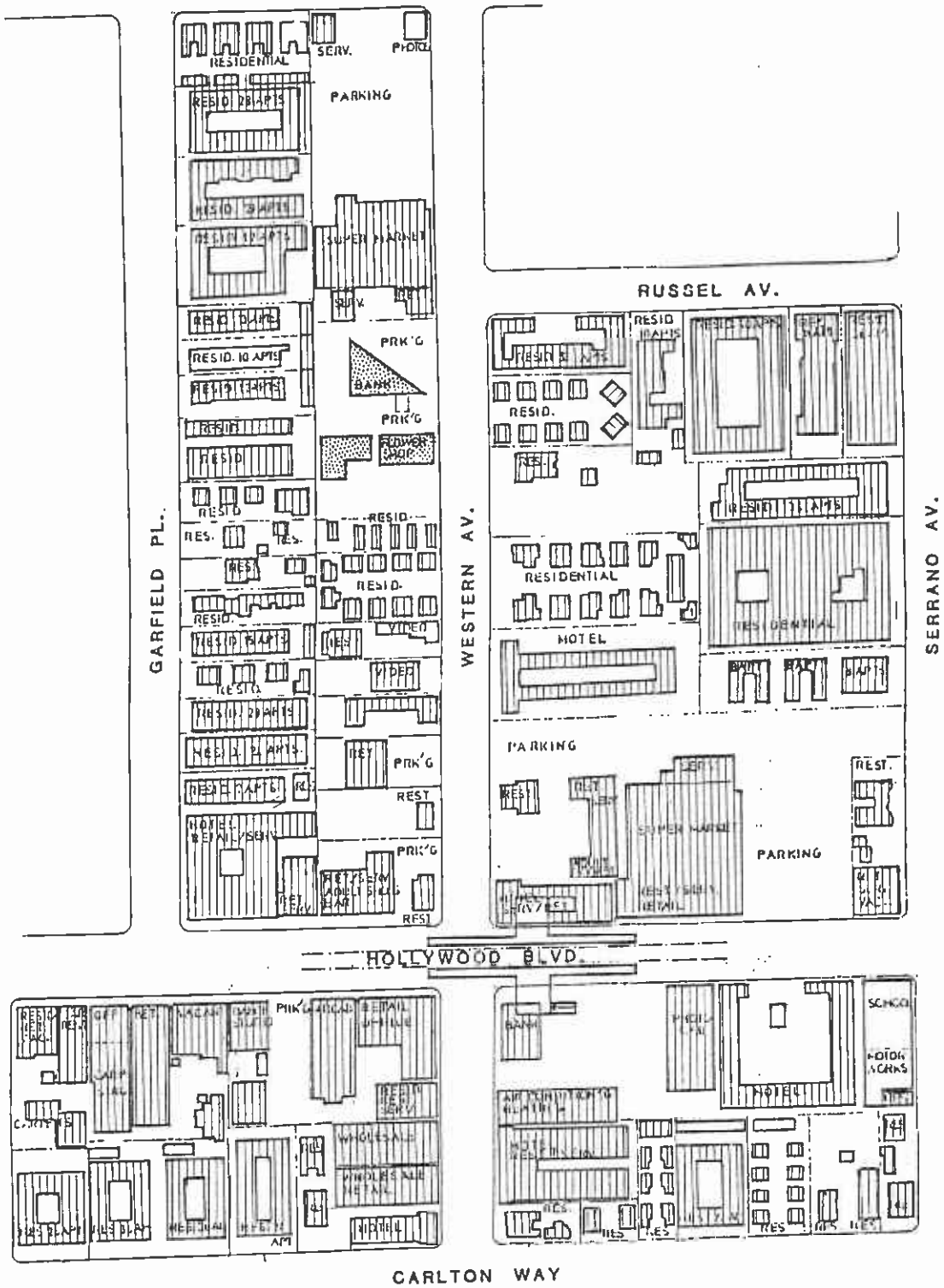
2.5.12.3 Zoning

The impact area is zoned C4 commercial (Figure 2-86).



WESTERN AND HOLLYWOOD
STATION AREA

Figure 2-73



LEGEND

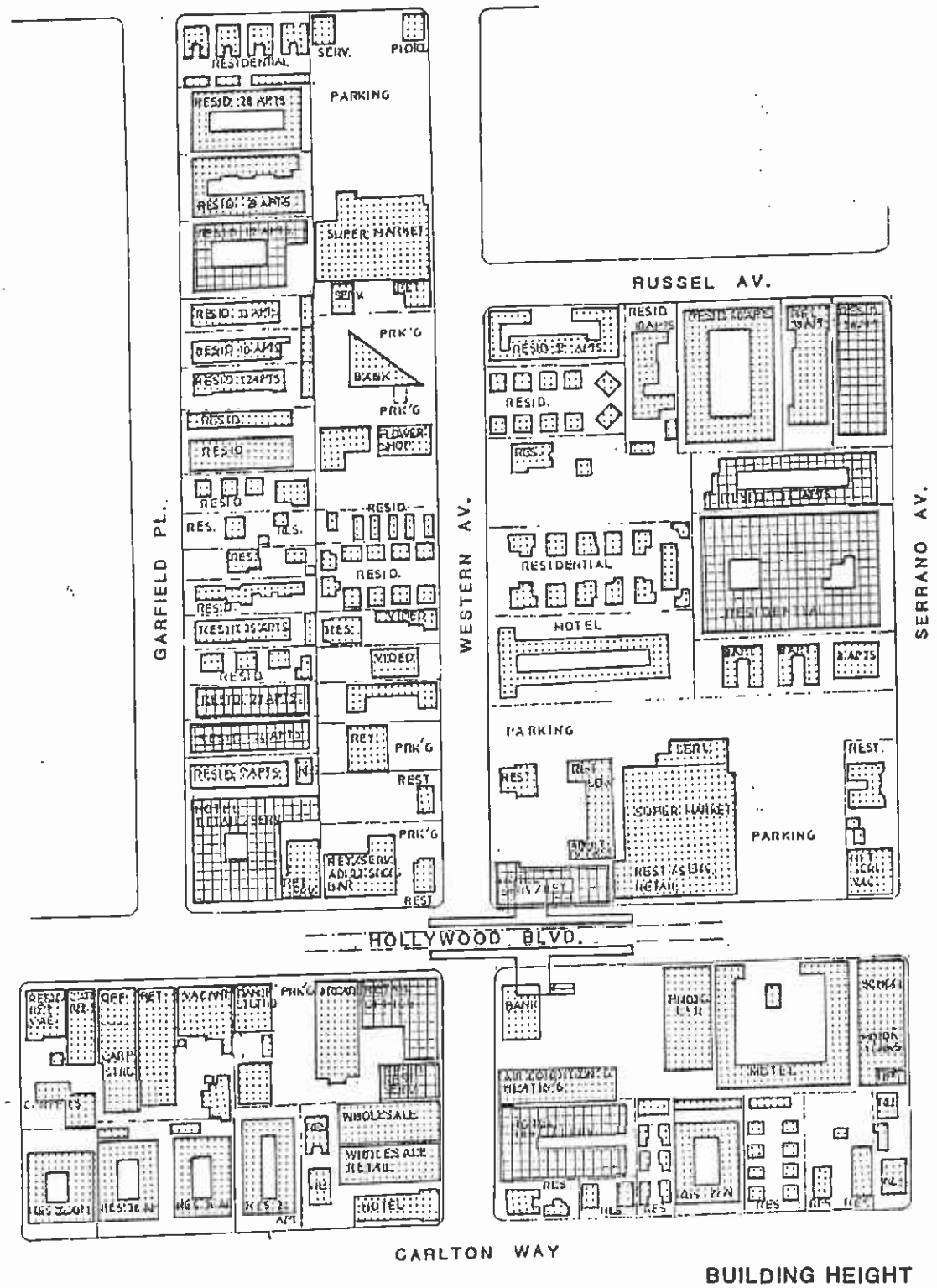
- GOOD
- AVERAGE

BUILDING CONDITION

0 50 101 200

WESTERN AND HOLLYWOOD
STATION AREA

Figure 2-74



WESTERN AND HOLLYWOOD
STATION AREA

Figure 2-75

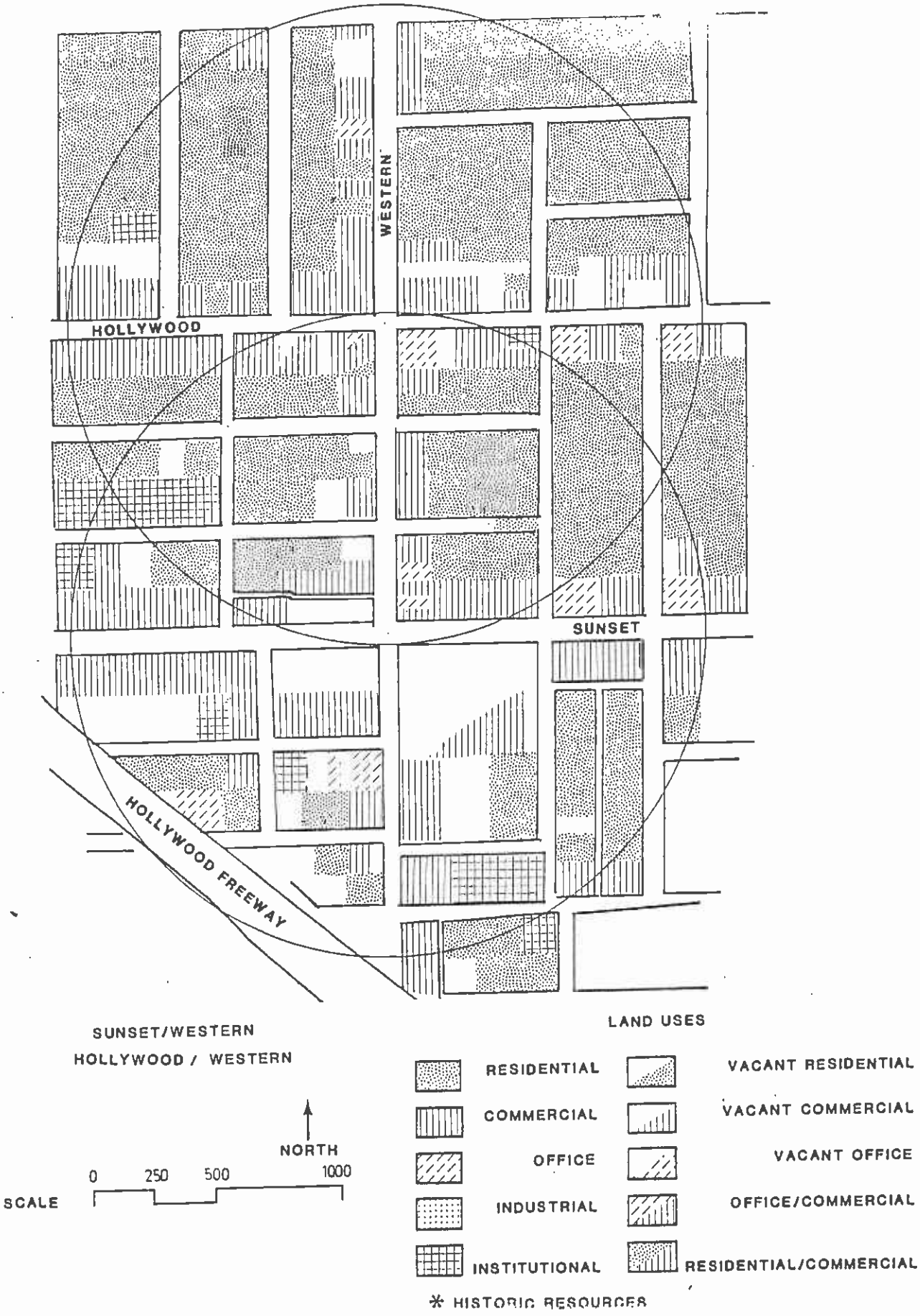
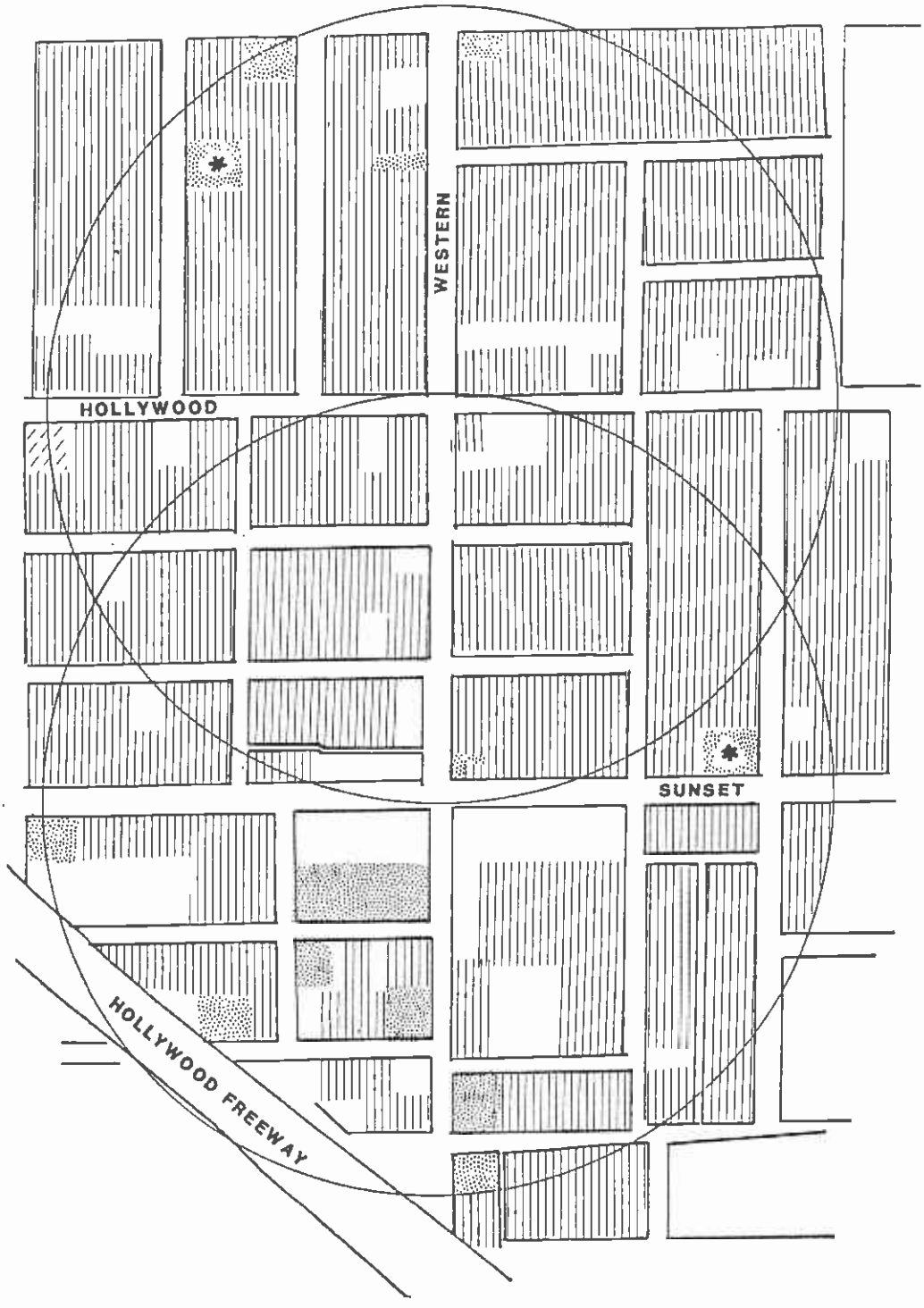

WESTERN
HOLLYWOOD
SUNSET
HOLLYWOOD FREEWAY
SUNSET/WESTERN
HOLLYWOOD / WESTERN
NORTH
0 250 500 1000
SCALE
LAND USES
RESIDENTIAL
COMMERCIAL
OFFICE
INDUSTRIAL
INSTITUTIONAL
VACANT RESIDENTIAL
VACANT COMMERCIAL
VACANT OFFICE
OFFICE/COMMERCIAL
RESIDENTIAL/COMMERCIAL
* HISTORIC RESOURCES

Figure 2-76



SUNSET/WESTERN
HOLLYWOOD/ WESTERN

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-77

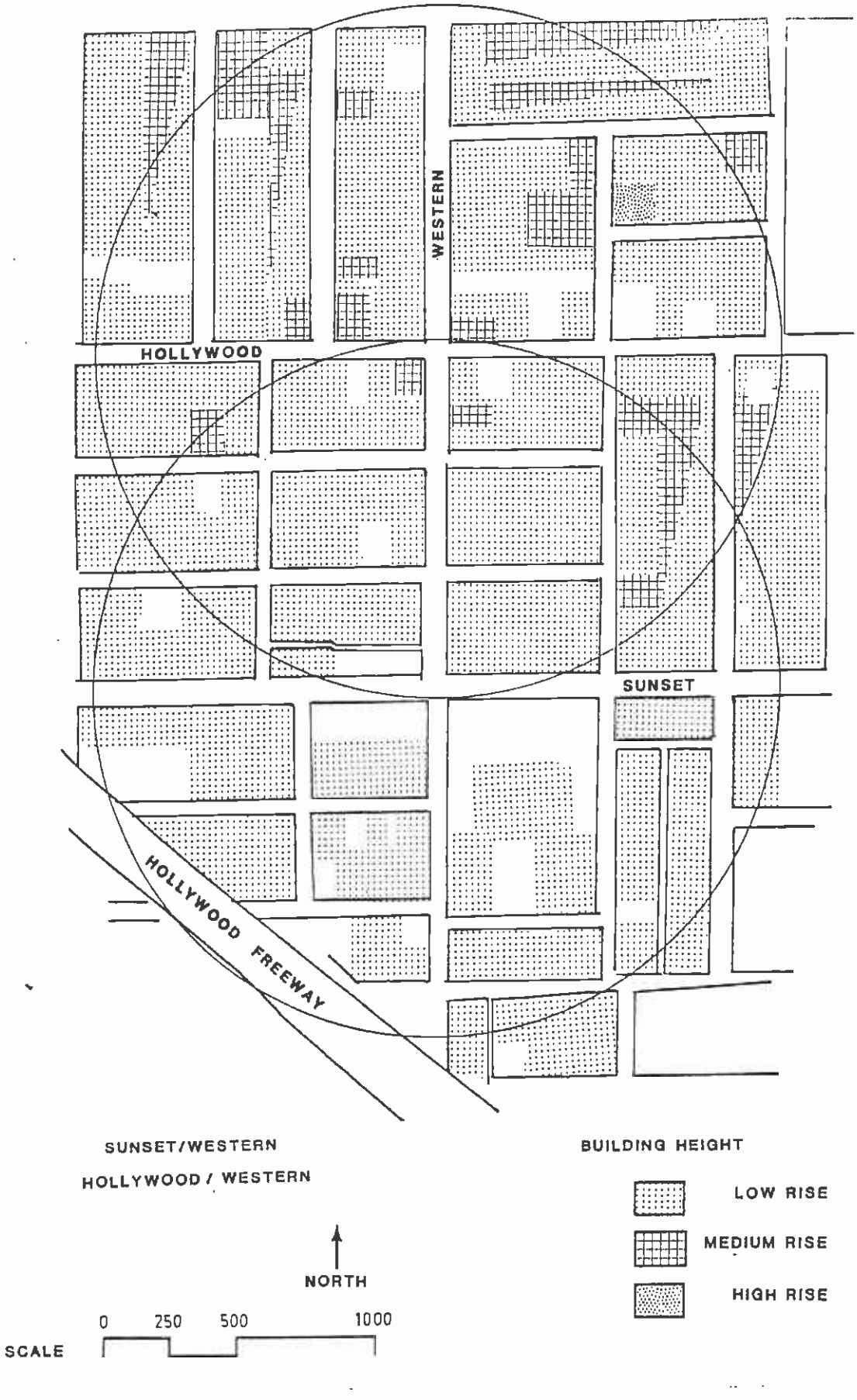
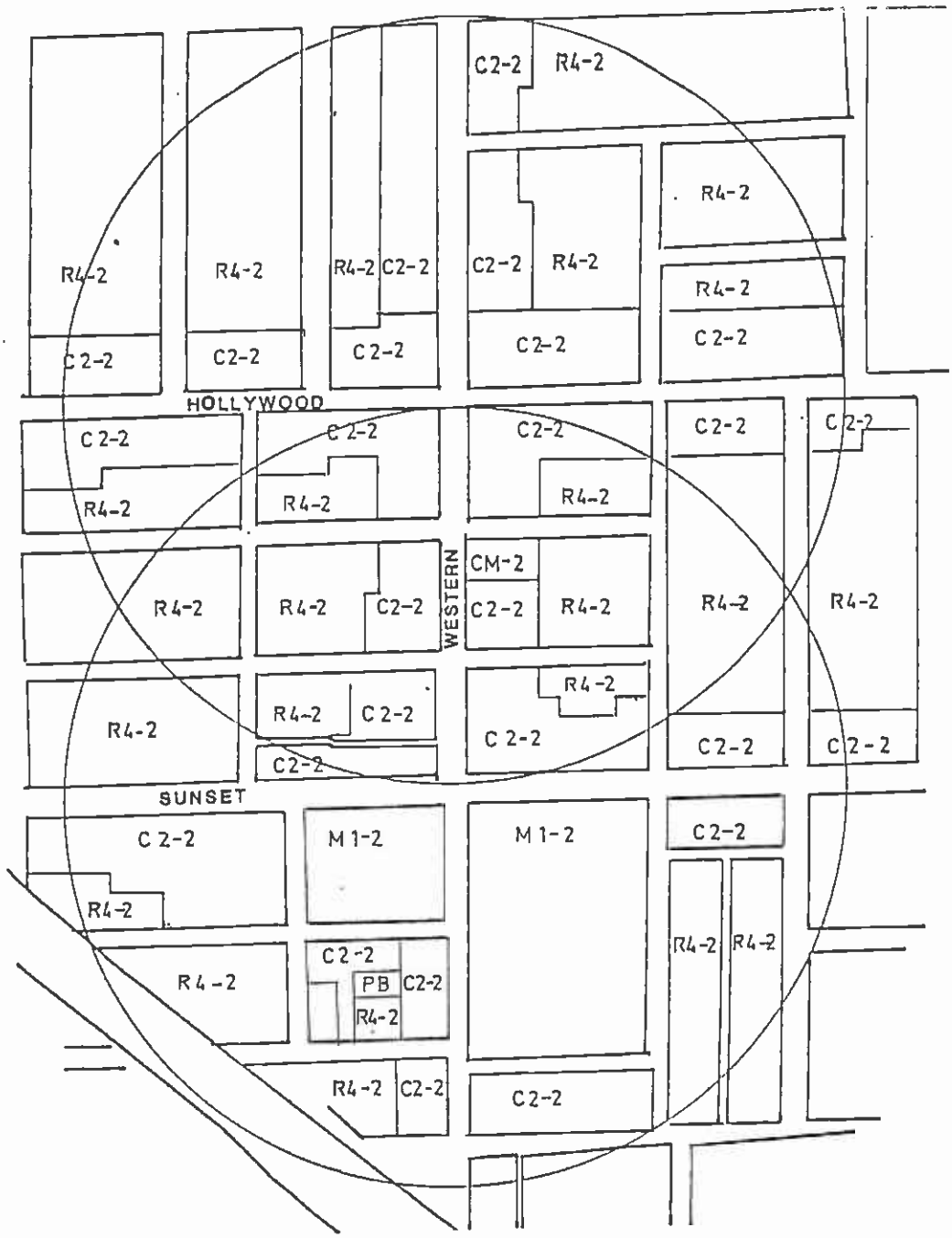

WESTERN
HOLLYWOOD
SUNSET
HOLLYWOOD FREEWAY
SUNSET/WESTERN
HOLLYWOOD / WESTERN
NORTH
0 250 500 1000
SCALE
BUILDING HEIGHT
LOW RISE
MEDIUM RISE
HIGH RISE

Figure 2-78



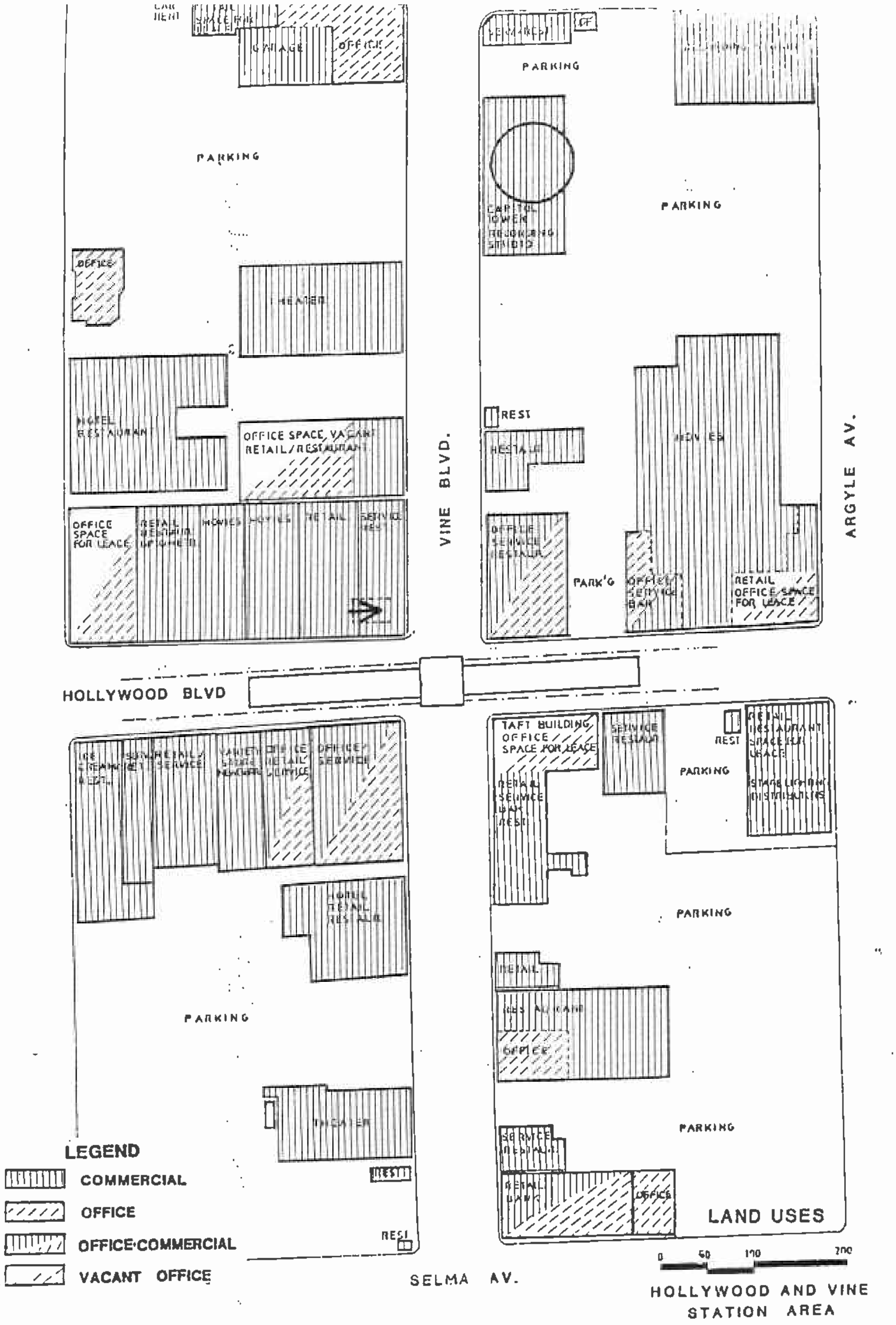
SUNSET/WESTERN
HOLLYWOOD / WESTERN

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-79



GARAGE
OFFICE
PARKING
OFFICE
THEATER
HOTEL RESTAURANT
OFFICE SPACE, VACANT
RETAIL/RESTAURANT
OFFICE SPACE FOR LEASE
MOVIES
RETAIL
PARKING
CAPITOL TOWER RECORDING STUDIO
PARKING
REST
RETAIL
MOVIES
OFFICE SERVICE RESTAUR.
PARK'G
OFFICE SERVICE BAR
RETAIL OFFICE SPACE FOR LEASE
VINE BLVD.
ARGYLE AV.
HOLLYWOOD BLVD
TAFT BUILDING OFFICE SPACE FOR LEASE
REST
PARKING
RETAIL
OFFICE
SERVICE
PARKING
PARKING
PARKING
THEATER
REST
RETAIL
OFFICE
PARKING
LEGEND
COMMERCIAL
OFFICE
OFFICE-COMMERCIAL
VACANT OFFICE
SELMA AV.
LAND USES
0
50
100
200
HOLLYWOOD AND VINE
STATION AREA

Figure 2-80

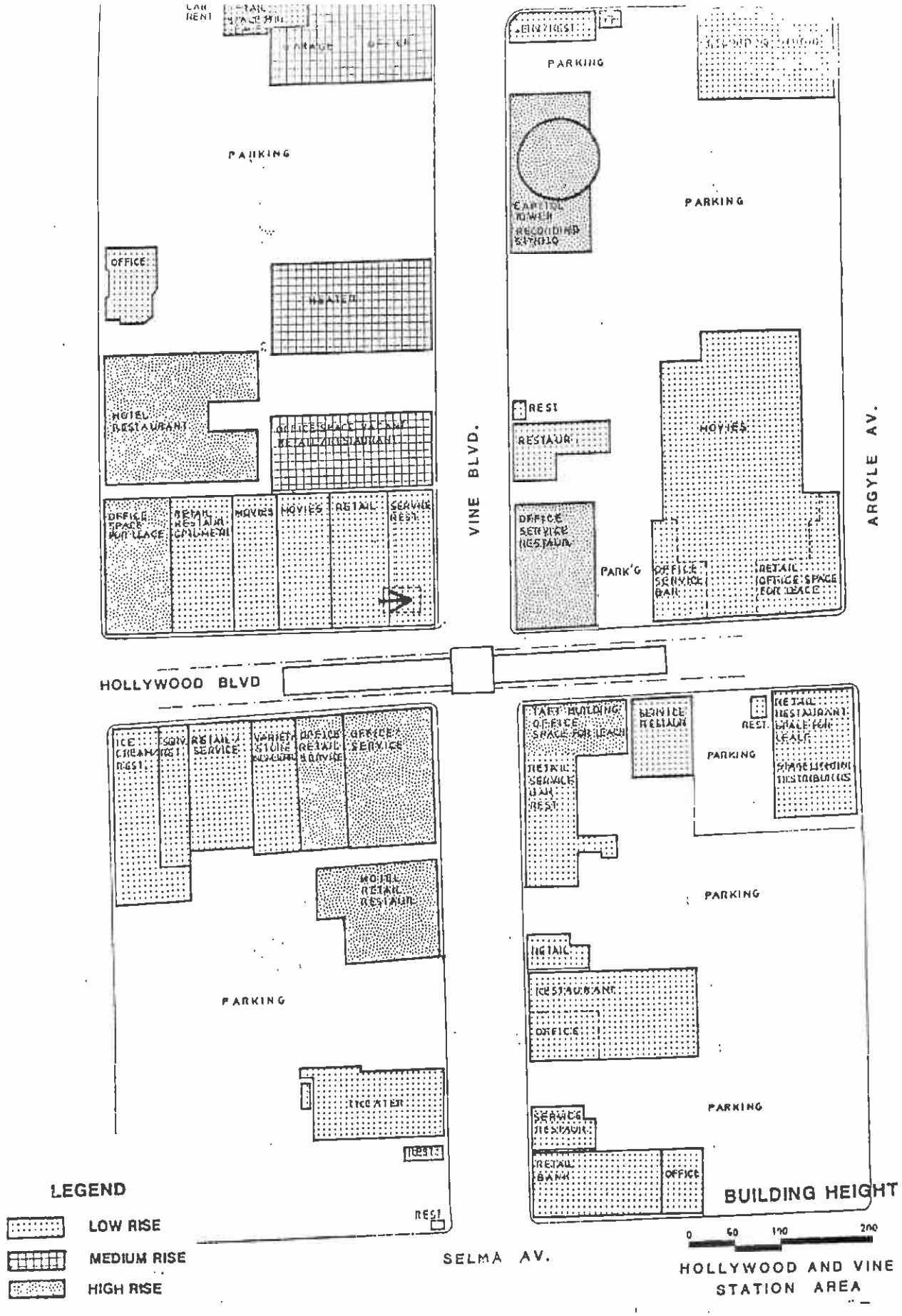

PARKING
OFFICE
THEATER
HOTEL RESTAURANT
OFFICE SPACE VACANT RETAIL/RESTAURANT
OFFICE SPACE FOR LEASE
RETAIL RESTAURANT
MOVIES
MOVIES
RETAIL
SERVICE REST.
VINE BLVD.
PARKING
CAPITOL TOWER RECORDING STUDIO
REST.
RESTAUR.
MOVIES
OFFICE SERVICE RESTAUR.
PARK'G
OFFICE SERVICE BAR
RETAIL OFFICE SPACE FOR LEASE
ARGYLE AV.
HOLLYWOOD BLVD
ICE CREAM REST.
RETAIL SERVICE
VARIETY STORE
OFFICE RETAIL SERVICE
OFFICE SERVICE
MOTEL RETAIL RESTAUR.
PARKING
THEATER
REST.
REST.
TART BUILDING OFFICE SPACE FOR LEASE
SERVICE RETAIL
REST.
RETAIL RESTAURANT SPACE FOR LEASE
PARKING
RETAIL SERVICE BAR REST.
PARKING
RETAIL
RESTAURANT
OFFICE
PARKING
SERVICE RESTAURT.
RETAIL BANK
OFFICE
SELMA AV.
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
BUILDING HEIGHT
0
50
100
200
HOLLYWOOD AND VINE STATION AREA

Figure 2-81

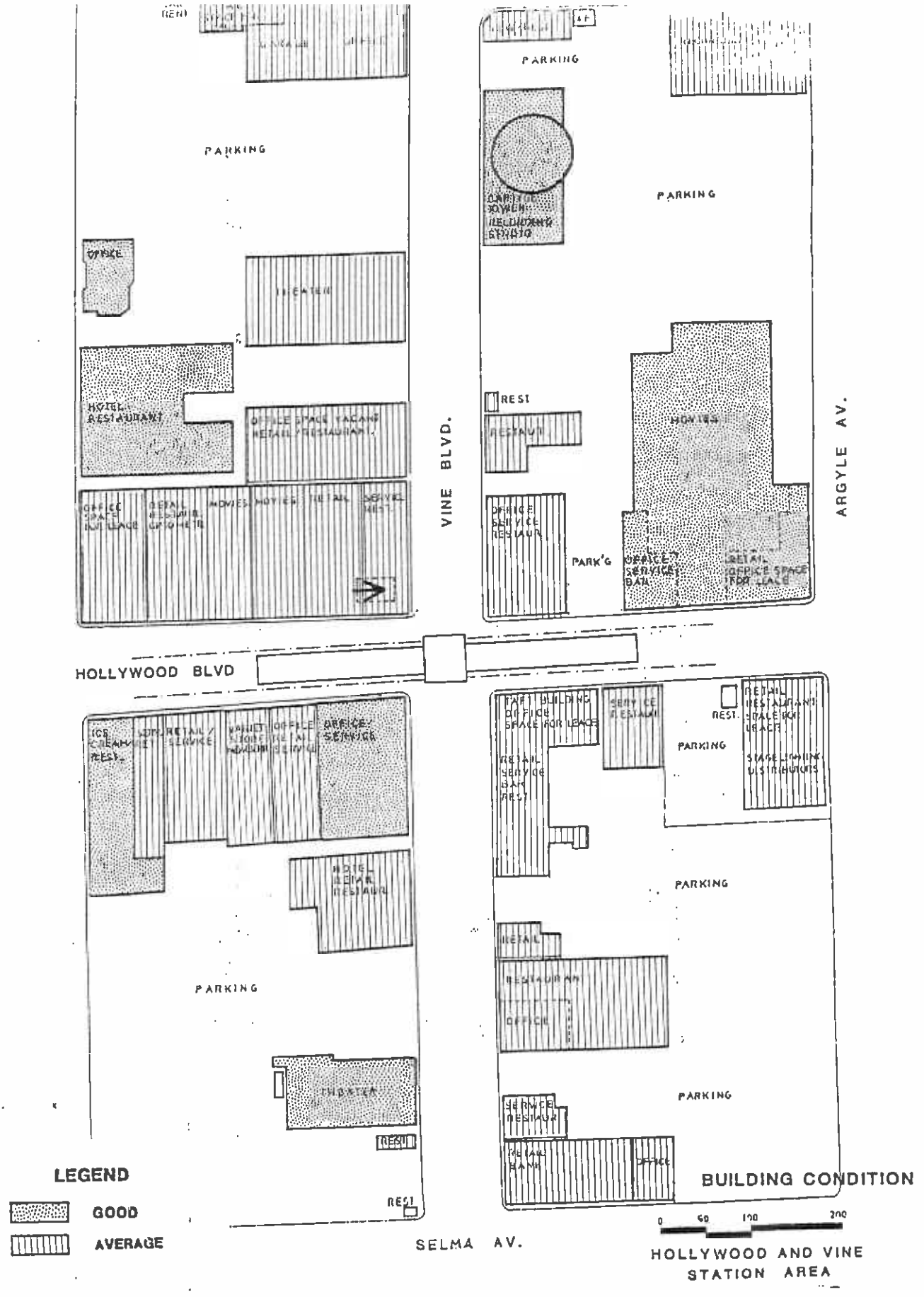
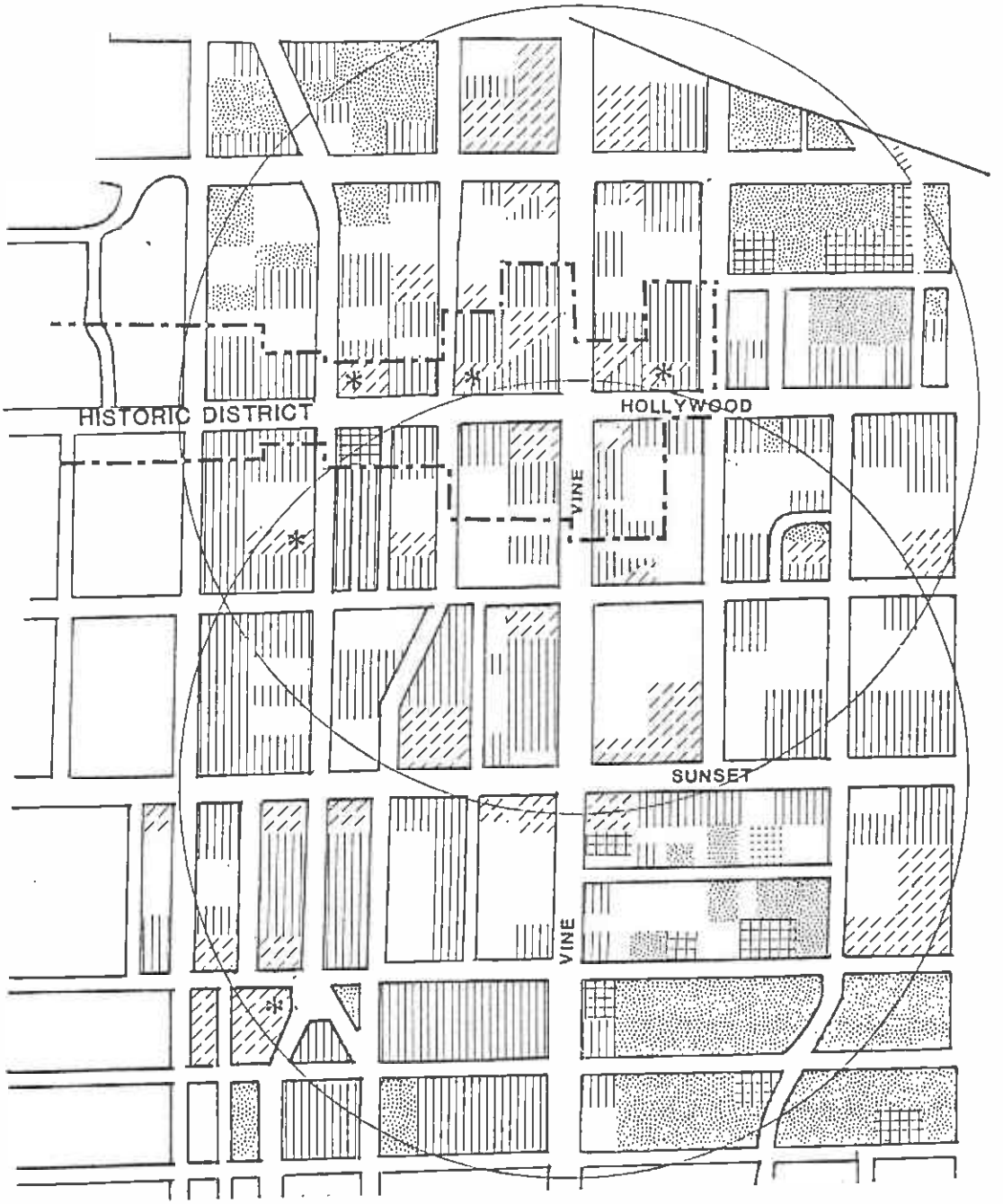

PARKING
OFFICE
THEATER
HOTEL RESTAURANT
OFFICE SPACE VACANT RETAIL / RESTAURANT
OFFICE SPACE FOR LEASE
RETAIL
MOVIES
HOTEL
SERVICE
REST
VINE BLVD.
ARGYLE AV.
PARKING
REST
RESTAURANT
MOVIES
OFFICE SERVICE RESTAURANT
PARK'G
OFFICE SERVICE BAR
RETAIL OFFICE SPACE FOR LEASE
HOLLYWOOD BLVD
ICE CREAM REST.
LOBBY
RETAIL / SERVICE
VALUET
OFFICE
OFFICE / SERVICE
HOTEL LOBBY RESTAURANT
PARKING
THEATER
REST
REST
F&F BUILDING OFFICE SPACE FOR LEASE
SERVICE RESTAURANT
REST.
RETAIL RESTAURANT SALE OR LEASE
PARKING
STAGE LIGHTING DISTRIBUTORS
RETAIL SERVICE BAR REST
PARKING
RETAIL
RESTAURANT
OFFICE
PARKING
SERVICE RESTAURANT
RETAIL BANK
OFFICE
LEGEND
GOOD
AVERAGE
SELMA AV.
BUILDING CONDITION
0
50
100
200
HOLLYWOOD AND VINE STATION AREA

Figure 2-82



SUNSET/VINE

VINE/HOLLYWOOD

NORTH

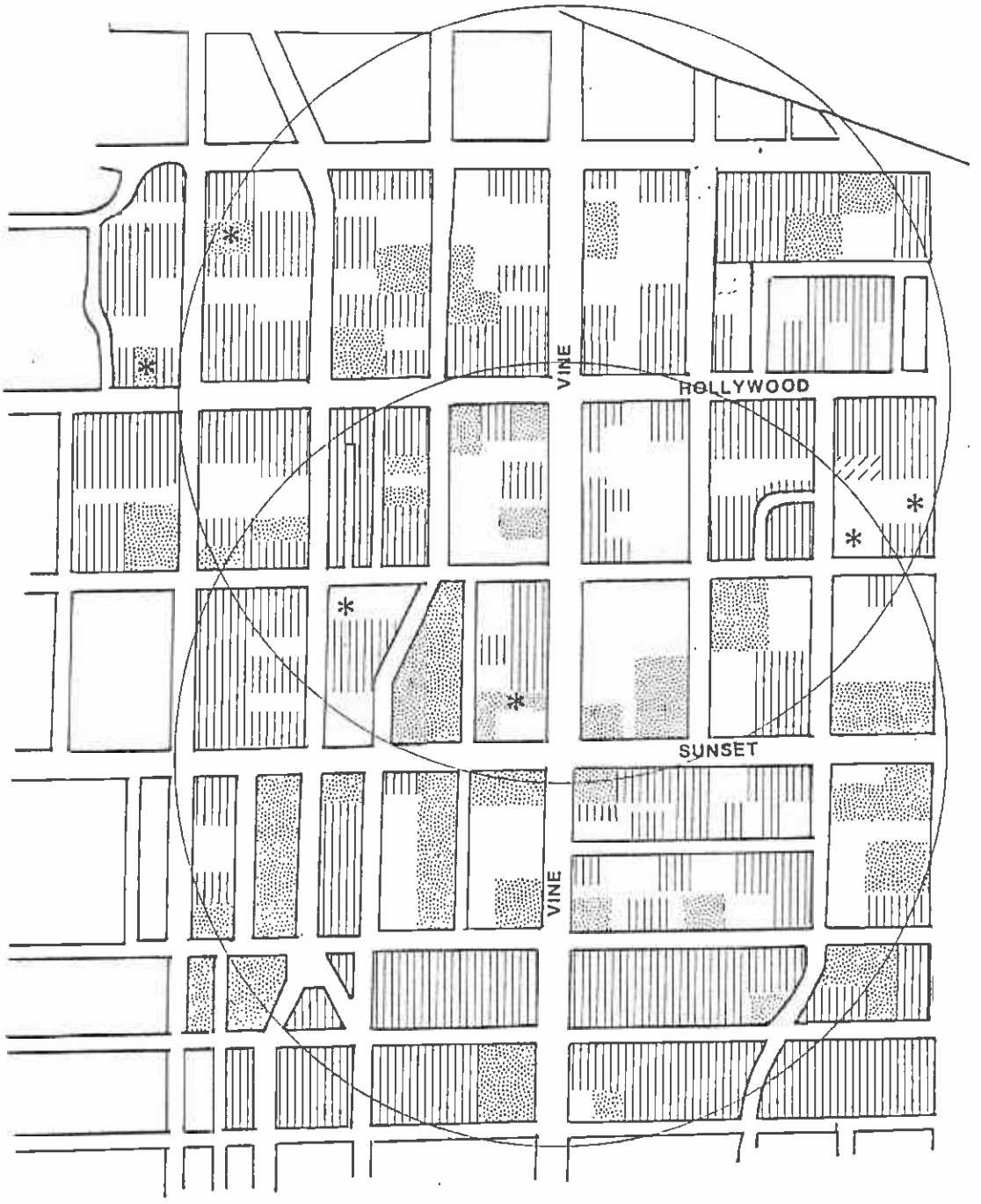
SCALE 0 250 500 1000

LAND USES

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL
- VACANT RESIDENTIAL
- VACANT COMMERCIAL
- VACANT OFFICE
- OFFICE/COMMERCIAL
- RESIDENTIAL/COMMERCIAL

* HISTORIC RESOURCES

Figure 2-83



SUNSET/VINE

VINE/HOLLYWOOD

NORTH

SCALE 0 250 500 1000

BUILDING CONDITION

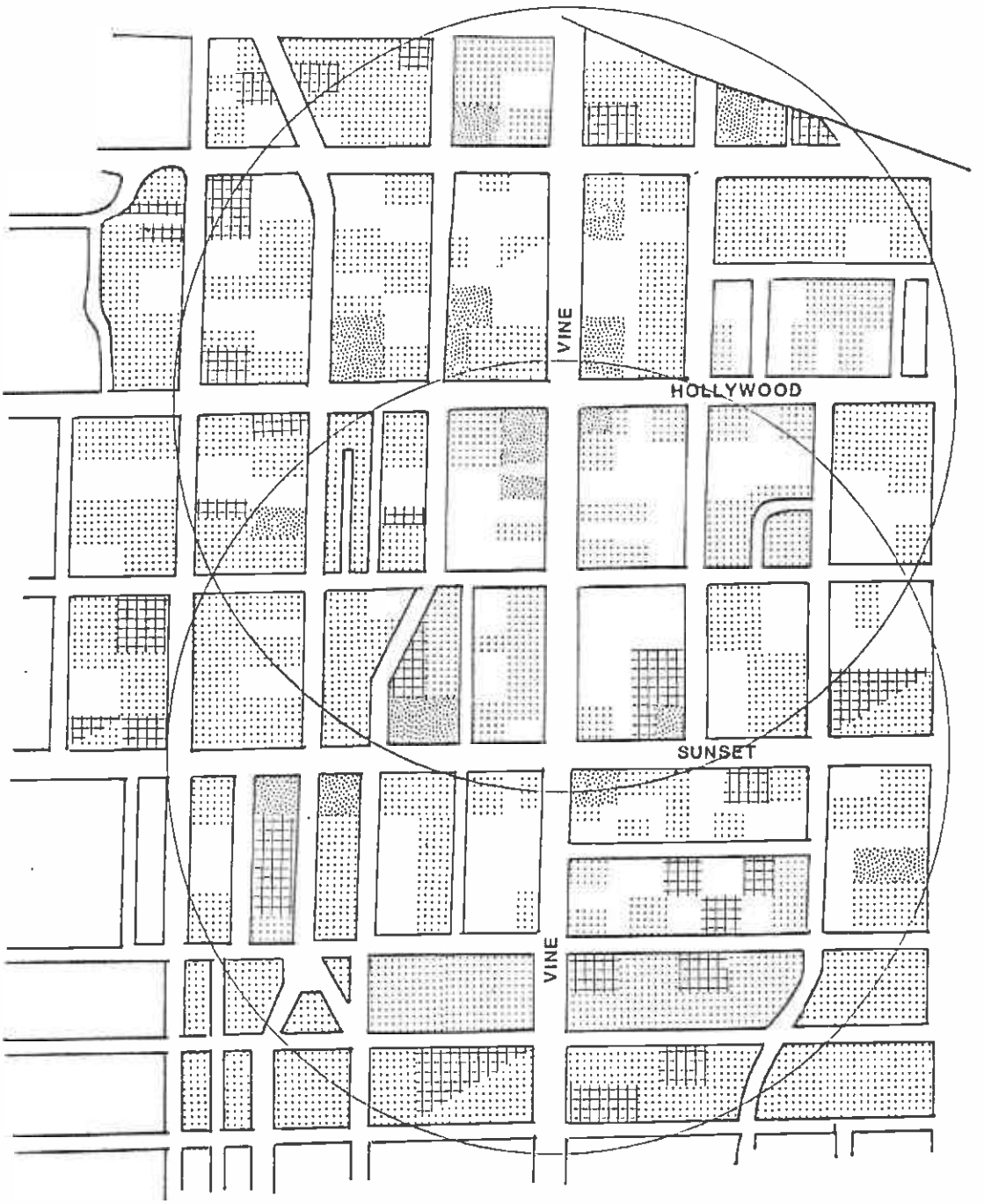
GOOD

AVERAGE

POOR

* NEW CONSTRUCTION

Figure 2-84



SUNSET/VINE

VINE/HOLLYWOOD

NORTH

0 250 500 1000

SCALE

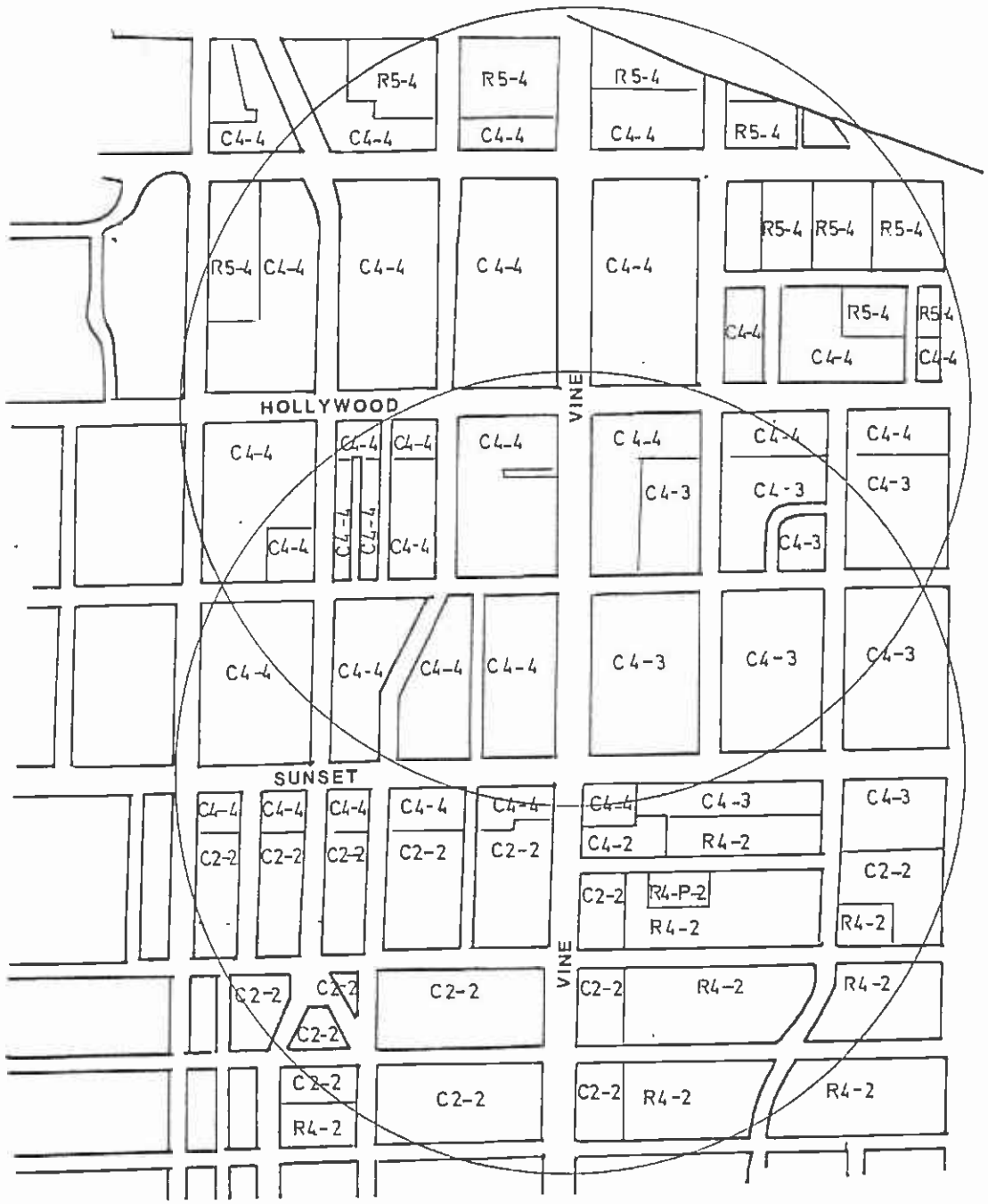
BUILDING HEIGHT

LOW RISE

MEDIUM RISE

HIGH RISE

Figure 2-85



SUNSET/VINE

HOLLYWOOD / VINE

NORTH

ZONING CLASSIFICATION

SCALE 0 250 500 1000

Figure 2-86

2.5.12.4 Areas Susceptible to Reinvestment

There are 43 acres zoned for commercial use, or 61 percent of the impact area, and seven acres of residentially zoned land, or ten percent of the impact area, susceptible to reinvestment. An additional 1,390 dwelling units could be developed on the residentially zoned property.

2.5.13 Hollywood/Highland (Alignments 3, 4)

2.5.13.1 Land Use Profile

Office, commercial uses, and parking lots predominate the intersection (Figures 2-87 to 2-92). Commercial facilities in the area include movie theaters, hotels, retail shops, and office buildings. With the exception of the northwest and northeast corners, most of the buildings in the immediate vicinity of this intersection are low- to mid-rise. The area has a combination of structures in good to average condition.

2.5.13.2 Land Use Plans and Policies

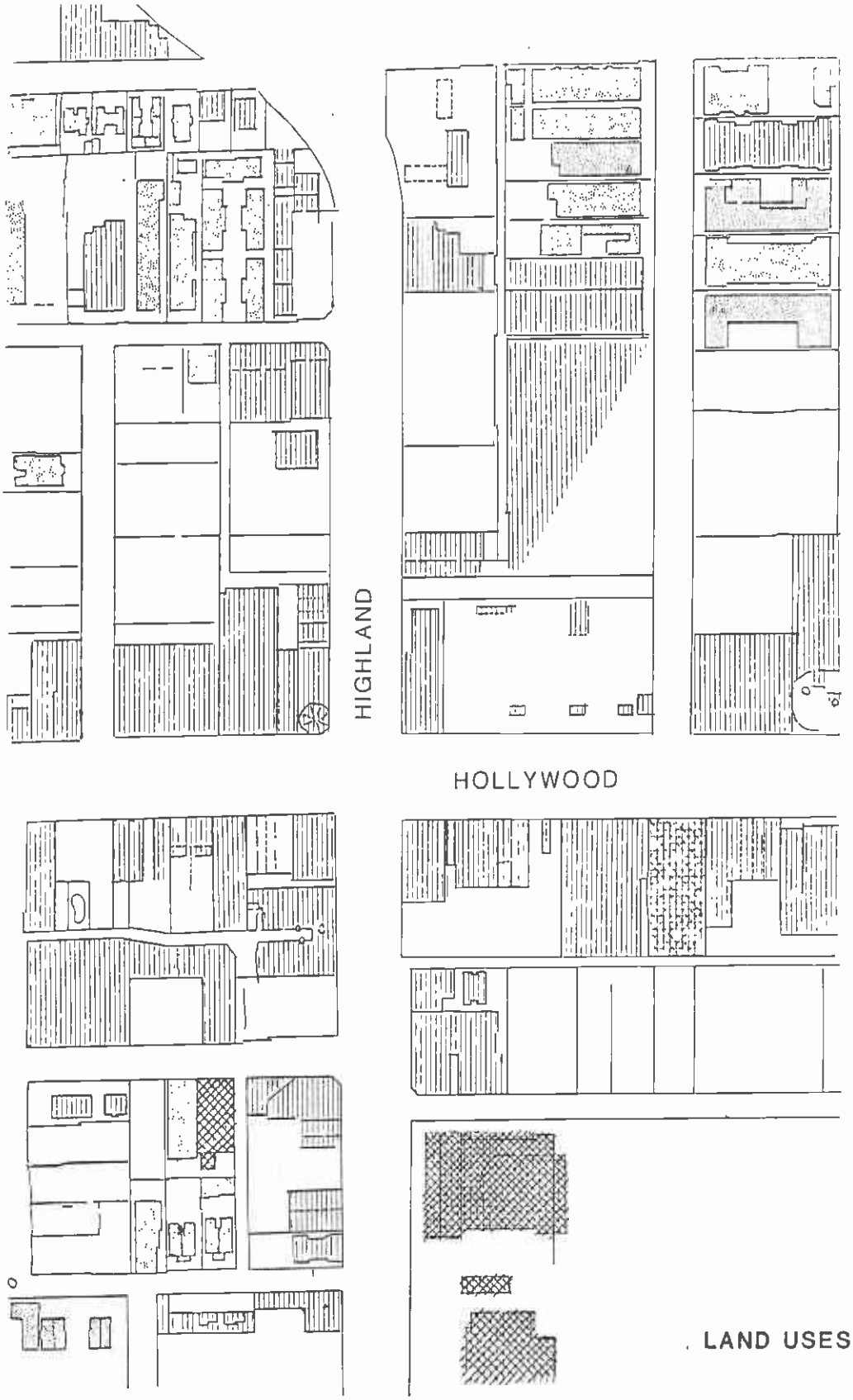
This area is designated as a regional center on both the Hollywood Community Plan and the CRA Hollywood Redevelopment Plan.

2.5.13.3 Zoning

The impact area is zoned C4 commercial (Figure 2-93).

2.5.13.4 Areas Susceptible to Reinvestment

There are 46 acres zoned for commercial use or 39 percent of the impact area, and seven acres of residentially zoned land, or seventeen percent of the impact area, susceptible to reinvestment. An additional 2,100 dwelling units could be developed on the residentially-zoned property.



HOLLYWOOD/HIGHLAND

Figure 2-87

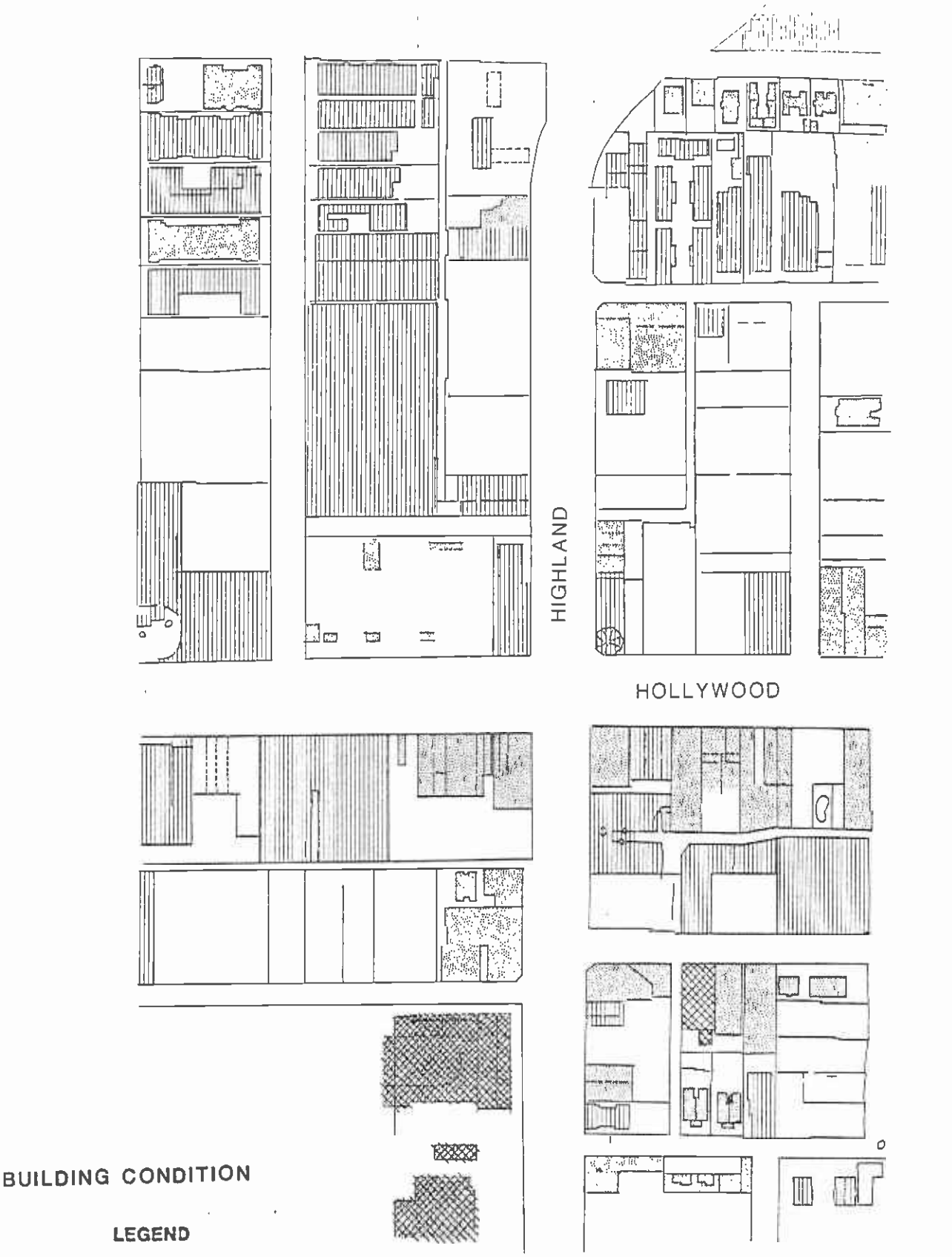

HIGHLAND
HOLLYWOOD
BUILDING CONDITION
LEGEND
GOOD
AVERAGE
HOLLYWOOD/HIGHLAND
0 50 100 200

Figure 2-88

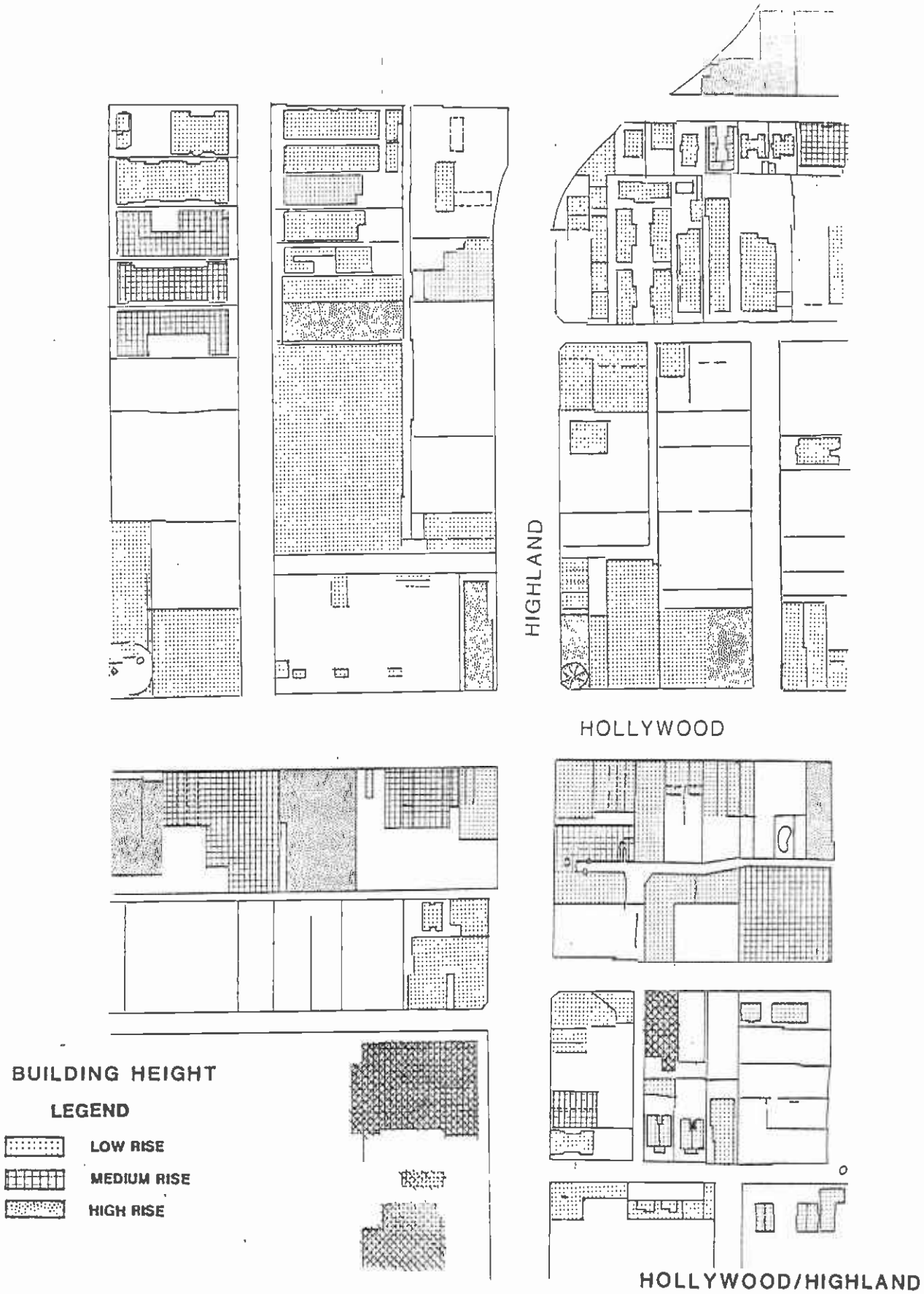
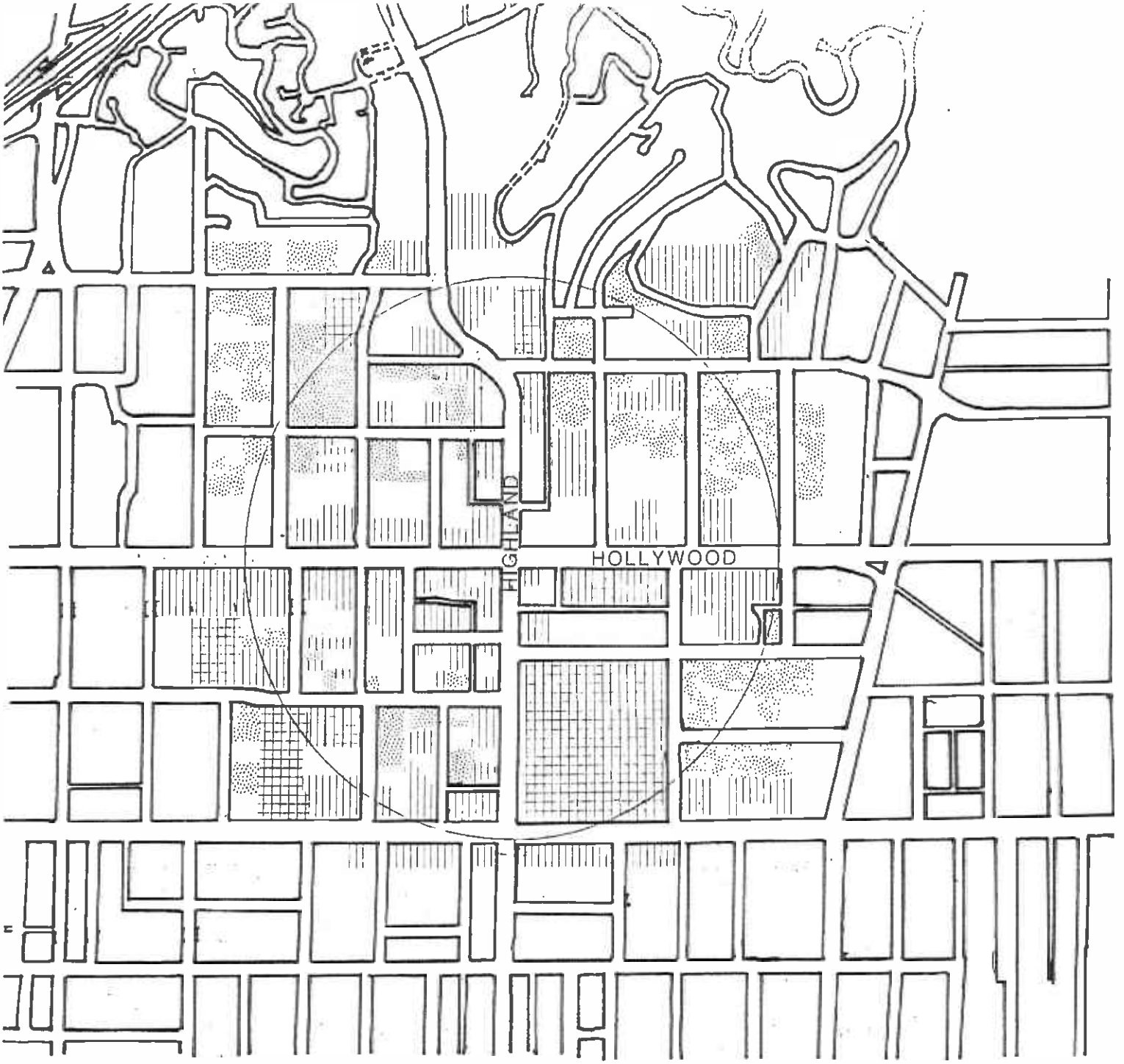

HIGHLAND
HOLLYWOOD
BUILDING HEIGHT
LEGEND
LOW RISE
MEDIUM RISE
HIGH RISE
HOLLYWOOD/HIGHLAND
0 50 100 200

Figure 2-89



HOLLYWOOD/HIGHLAND

LAND USES

RESIDENTIAL	VACANT RESIDENTIAL
COMMERCIAL	VACANT COMMERCIAL
OFFICE	VACANT OFFICE
INDUSTRIAL	OFFICE/COMMERCIAL
INSTITUTIONAL	RESIDENTIAL/COMMERCIAL

NORTH

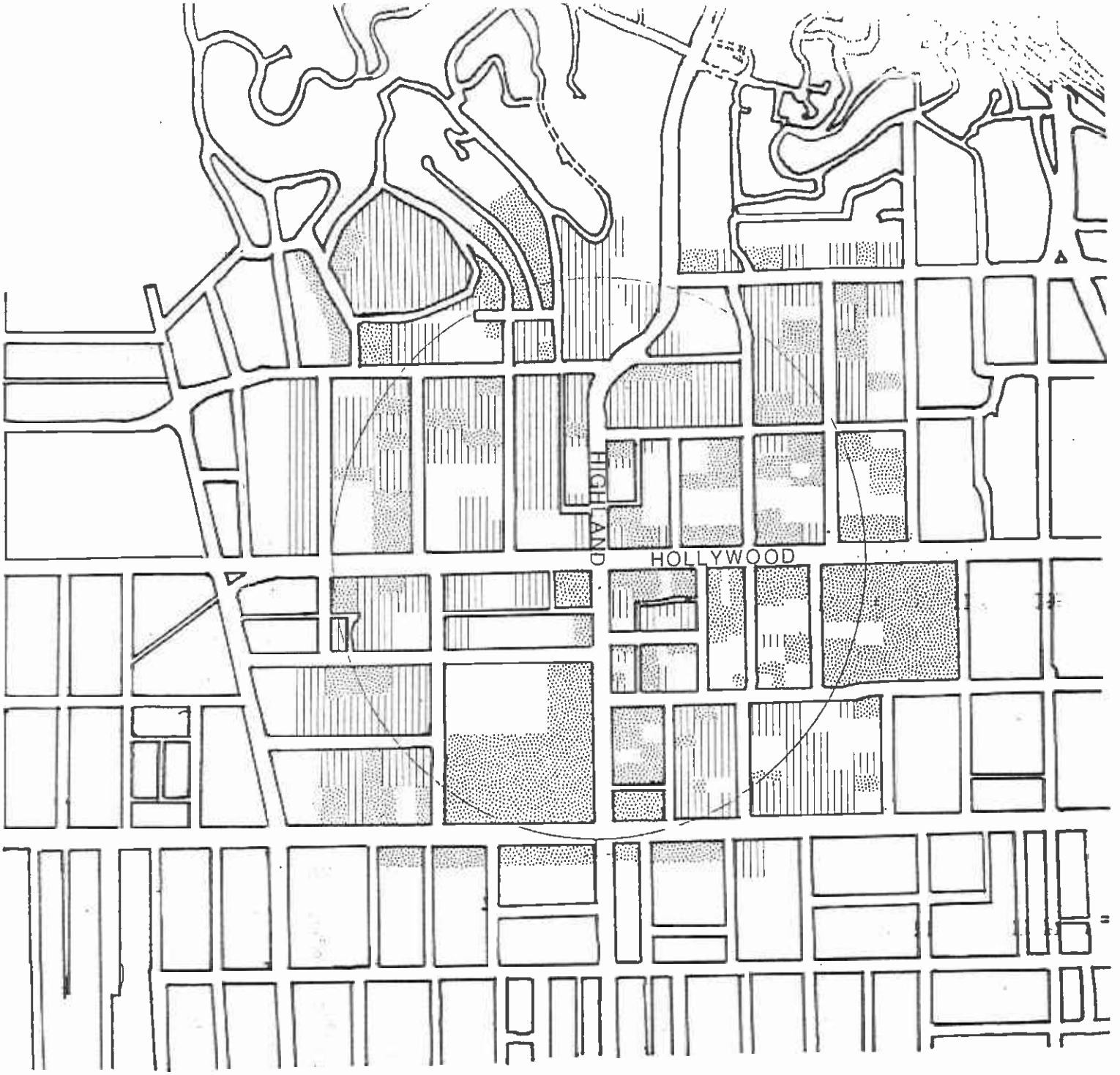
SCALE 0 250 500 1000

* HISTORIC RESOURCES

Figure 2-90

HOLLYWOOD/HIGHLAND

Figure 2-91



BUILDING CONDITION

GOOD

AVERAGE

POOR

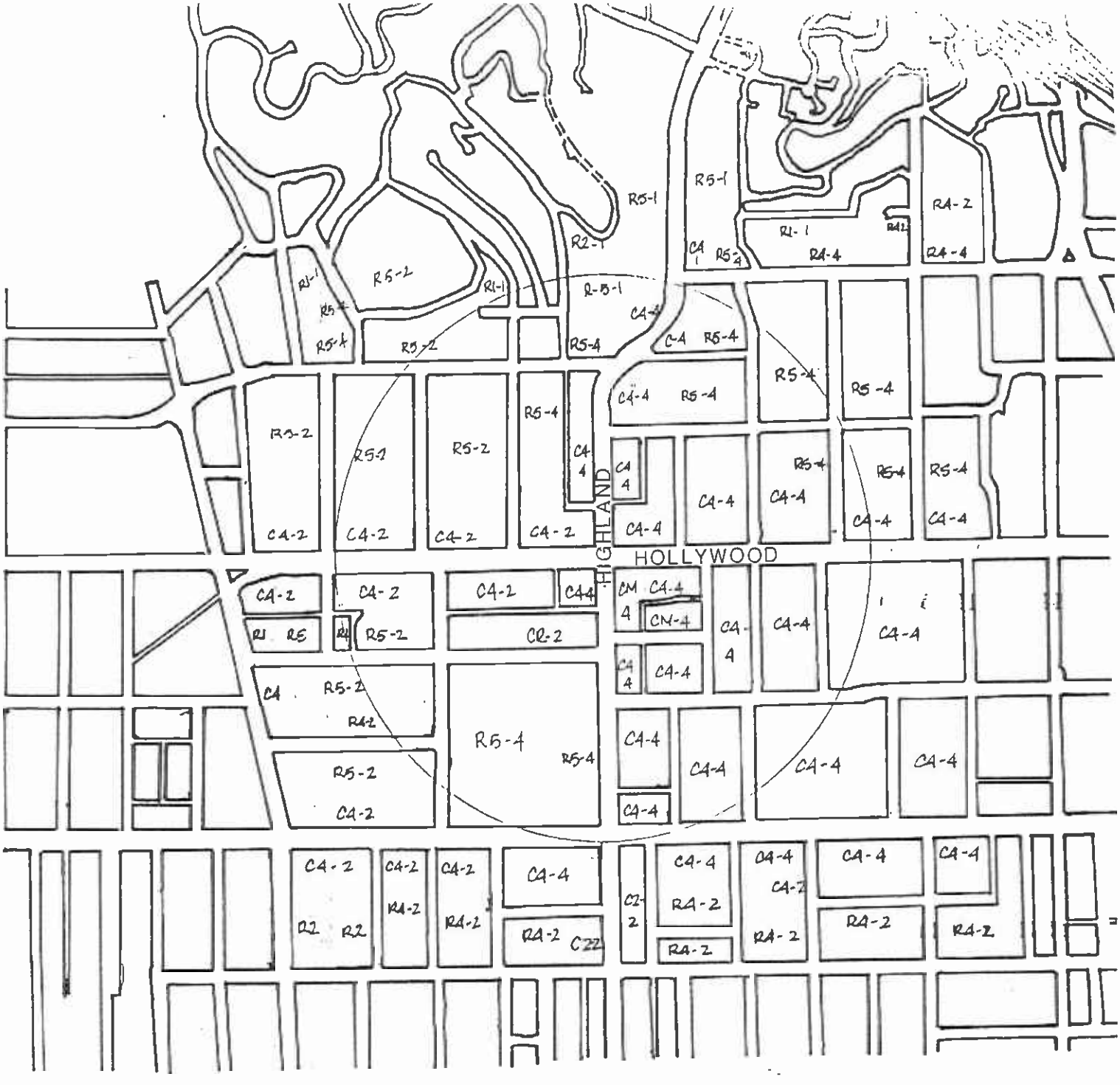
* NEW CONSTRUCTION

NORTH

SCALE 0 250 500 1000

HOLLYWOOD/HIGHLAND

Figure 2-92



NORTH

SCALE 0 250 500 1000

HOLLYWOOD/HIGHLAND

ZONING CLASSIFICATION

Figure 2-93

3. COMMERCIAL DEVELOPMENT PROJECTIONS

This chapter describes the results of the analysis of future office and retail real estate development within the Regional Core.

3.1 BACKGROUND ANALYSIS

3.1.1 Major and Community Office Space Development

Table 3-1 presents an analysis of historical office space development in each planning area within the Regional Core. Institutional, governmental, special purpose, and low rise office buildings are not included in this analysis.

An analysis of historical major office space absorption for market areas within the Regional Core is presented in Tables 3-2 through 3-4. Annual averages for the years 1971-1980 and 1976-1980 are included in these tables. These historical trends were used to help estimate future office space development within each planning area.

Table 3-5, Market Area Characteristics, presents projections of office space development for the planning areas. Projections are based on historical absorption trends and current leasing and building development information. Base condition and Metro Rail Project projections are included in Table 3-6.

Table 3-6 identifies planned, proposed, and potential office, retail, and hotel projects. The projects are identified at either station area or planning area levels.

3.1.2 Regional and Community Retail Development

Table 3-7 shows the projected distribution of regional retail development among the planning areas. This distribution is based on historic trends, employment as well as population growth projections (derived from major office space projections and SCAG population projections), and known development plans. The exercise of distributing development among individual station areas relied largely on the location of proposed retail development projects. Regional shopping facilities were assumed to locate in station areas and at specific sites where such development has been proposed.

3.2 DEVELOPMENT PROJECTIONS

Table 3-8 summarizes commercial development projections for six categories of development for each planning area and each station area.

TABLE 3-1

HISTORICAL SUPPLY OF MAJOR OFFICE SPACE IN REGIONAL CORE

	1950-1954	1955-1959	1960-1964	1965-1969	1970-1974	1975-1979	1980-1982
Miracle Mile							
Sq.ft. added	645,000	110,000	385,000	469,000	1,394,000	-	-
Total Sq.ft.	645,000	755,000	1,140,000	1,609,000	3,003,000	3,003,000	3,003,000
Mid-Wilshire							
Sq.ft. added	507,000	1,136,000	1,569,000	2,415,000	2,913,000	-	250,000
Total Sq.ft.	507,000	1,643,000	3,212,000	5,627,000	8,540,000	8,540,000	8,790,000
Central City							
Sq.ft. added	1,014,000	592,000	969,000	4,072,000	7,085,000	700,000	4,746,000
Total Sq.ft.	1,014,000	1,606,000	2,575,000	6,647,000	13,732,000	14,432,000	19,178,000
Westlake							
Sq.ft. added	-	123,000	100,000	255,000	225,000	-	-
Total Sq.ft.	-	123,000	223,000	478,000	703,000	703,000	703,000
Hollywood							
Sq.ft. added	-	197,000	320,000	498,000	415,000	-	-
Total Sq.ft.	-	197,000	517,000	1,015,000	1,430,000	1,430,000	1,430,000
North Hollywood/ Studio City/ Universal City							
Sq.ft. added	-	12,000	150,000	-	117,000	-	-
Total Sq.ft.	516,000	528,000	678,000	678,000	795,000	855,000	855,000
Regional Core Total							
Sq.ft. added	2,166,000	2,170,000	3,493,000	7,709,000	12,149,000	700,000	4,996,000
Total Sq.ft.	2,682,000	4,852,000	8,345,000	16,054,000	28,203,000	28,903,000	33,899,000

Source: Peat Marwick Mitchell & Co.

TABLE 3-2

HISTORICAL ABSORPTION OF MAJOR OFFICE SPACE
MIRACLE MILE MARKET AREA

Year Completed	Square Feet Built	Cumulative Square Feet Available	Estimated Square Feet Occupied	Occupancy Rate	Estimated Annual Absorption (Square Feet)
1971	593,000	2,454,300	1,939,000	79%	413,000
1972	0	2,454,300	2,013,000	82%	74,000
1973	0	2,454,300	2,083,000	85%	70,000
1974	0	2,454,300	2,157,000	88%	74,000
1975	0	2,454,300	2,206,000	90%	49,000
1976	0	2,454,300	2,231,000	91%	25,000
1977	0	2,454,300	2,281,000	93%	50,000
1978	0	2,454,300	2,331,000	95%	50,000
1979	0	2,454,300	2,380,000	97%	49,000
1980	0	2,454,300	2,405,000	98%	25,000

Annual average absorption 1971-1980: 88,000 square feet
1976-1980: 40,000 square feet

Source: Peat Marwick Mitchell & Co.

TABLE 3-3

HISTORICAL ABSORPTION OF MAJOR OFFICE SPACE
MID-WILSHIRE MARKET AREA

Year Completed	Square Feet Built	Cumulative Square Feet Available	Estimated Square Feet Occupied	Occupancy Rate	Estimated Annual Absorption (Square Feet)
1971	1,463,600	6,244,470	4,870,700	78%	1,046,000
1972	149,000	6,393,470	5,242,700	82%	372,000
1973	1,041,554	7,435,024	5,576,700	75%	334,000
1974	0	7,435,024	6,320,700	85%	744,000
1975	0	7,435,024	6,394,700	86%	74,000
1976	0	7,435,024	6,474,700	87%	80,000
1977	0	7,435,024	6,623,700	89%	149,000
1978	0	7,435,024	6,920,700	93%	297,000
1979	0	7,435,024	7,211,700	97%	291,000
1980	0	7,435,024	7,286,700	98%	75,000

Annual average absorption 1971-1980: 345,000 square feet
1976-1980: 180,000 square feet

Source: Peat Marwick Mitchell & Co.

TABLE 3-4

HISTORICAL ABSORPTION OF MAJOR OFFICE SPACE
HOLLYWOOD MARKET AREA

Year Completed	Square Feet Built	Cumulative Square Feet Available	Estimated Square Feet Occupied	Occupancy Rate	Estimated Annual Absorption (Square Feet)
1971	270,500	2,015,500	1,618,000	80%	222,000
1972	270,000	2,285,500	1,747,000	76%	129,000
1973	0	2,285,500	1,843,000	81%	96,000
1974	0	2,285,500	1,891,000	83%	48,000
1975	0	2,285,500	1,897,000	83%	6,000
1976	0	2,285,500	1,904,000	83%	7,000
1977	0	2,285,500	1,935,000	85%	31,000
1978	0	2,285,500	2,055,000	90%	110,000
1979	30,000	2,315,500	2,233,000	96%	178,000
1980	0	2,315,000	2,273,000	98%	40,000

Annual average absorption 1971-1980: 87,000 square feet
1976-1980: 73,000 square feet

Source: Peat Marwick Mitchell & Co.

TABLE 3-5

MARKET AREA CHARACTERISTICS AND PROJECTED ABSORPTION OF MAJOR OFFICE SPACE

Market Areas	Existing Major Office Space	Quoted Lease Rates ($)/SF/YR) Office	Retail[2]	Occupancy Rate	Historical Average Annual Absorption 1970-1980	1975-1980	Under Construction 1/1981-1/1983	Proj. Ann. Absorption 1981-2000 Base Condition	Metro Rail	With Joint Development	Trends
Westlake	700,000	9.00-15.00	12.00-24.00	90-95%	*.3	*.3	0	50,000	75,000	125,000	Retail space along Alvarado generate $200 to $600/sq.
Mid-Wilshire	8,800,000	9.00-25.00	18.00-24.00	95%	345,000	180,000	450,000	225,000	350,000	400,000	Influx c Korean-oriented business and ser- vices; a sorption of vacar space b current tenant e pansions no new tenants
Miracle Mile	3,000,000	15.00-26.00	10.00-28.00	85-90%[4]	88,000	40,000	550,000	175,000	300,000	350,000	Very ac real es market r museum; nationa retail chains looking locate along M acle Mi
Hollywood	1,400,000	12.00-21.00	9.00-18.00	90-95%	87,000	73,000	0	75,000	100,000	150,000	Occupan in offi buildin has fal 2% to 3 Nationa retail chains looking Hollywo area; Broadwa Departm store r cently closed.

Source: Peat Marwick Mitchell & Co. and Sedway/Cooke

1 Generally, does not include low-rise (less than eight stories) institutional or government buildings.

2 Retail leases quoted on triple-net basis.

3 Included in Mid-Wilshire and CBD Pla-ning Areas

4 Renovation of Museum Square a-counts for low occupancy rate.

5 Includes some buildings less than eight stories because of height restriction.

TABLE 3-6

PLANNED AND PROPOSED DEVELOPMENT

Station Areas	Completed or Proposed 1980-1985	Square Feet/ Units
Vermont/Beverly		
o 400 N. Vermont	Midtown Hilton	480,000
o 3761 Beverly Blvd.	Medical Office	1,400
Vermont/Santa Monica		
o 1183-93 N. Vermont	Retail	7,700
o 4855 Santa Monica	Office/Retail	9,400
Sunset/Edgemont		
o Sunset/Vermont Medical Arts Building	Medical Offices/ Retail	115,000
o 5000 Sunset Boulevard	Medical/Office	58,000
Western/Beverly		
o 300 N. Hobart Boulevard	Commercial and Office	4,200
Western/Santa Monica		
o 5400 Lexington Ave.	Multifamily	11 units
Sunset/Vine		
o 6301 Sunset Blvd.	Retail/Office	38,200
o 1544-68 Cahuenga Blvd.	Retail	10,000
o 1635 N. Cahuenga Blvd.	Office	37,000
Hollywood/Highland		
o Hollywood Center	Office	400,000
	Entertainment	82,825
	Restaurant	34,550
	Museum	150,000
	Retail	150,500
Vermont/Sunset		
o Sunset/Vermont Medical Arts Building	Medical Offices/ Retail	115,000
Hollywood/Vine		
o 6301 Sunset Blvd.	Retail/Office	38,200
o 1544-64 Cahuenga Blvd.	Retail	10,000
o 1635 N. Cahuenga Blvd.	Office	37,000
o 3575 W. Cahuenga Blvd.	Office	134,450

TABLE 3-7

PERCENT OF TAXABLE EXPENDITURES BY NEW REGIONAL CORE RESIDENTS AT REGIONAL RETAIL FACILITIES CAPTURED BY STATION AREAS

	Metro Rail System Alternatives				
	Base Condition	Metro Rail Maximum Impact Condition	Metro Rail with Incentives	Minimum Operable Segment Metro Rail	Minimum Operable Segment with Incentives
Expenditures by New Regional Core Residents in Station Areas:					
o CBD	45	30	35	30	35
o Westlake	0	0	0	0	0
o Hollywood	10	15	20	20	25
o Universal City/ North Hollywood	5	10	10	2	2
Expenditures by New Regional Core Residents Outside Station Areas	15	15	0	15	10
Expenditures by New Regional Core Residents Outside Regional Core	15	15	15	30	25
Total Expenditures by New Regional Core Residents	100	100	100	100	100

Note: This table is simplified to assume that in all cases except the Locally Preferred Alternative With Incentives, only regional core residents will make expenditures in the Regional Core. In fact, Non-Regional Core residents can be expected to make purchases in the Regional Core, especially in the CBD (note, however, that expenditures by employees are partially accounted for under "employee-serving retail") just as Regional Core residents can be expected to make purchases outside the Regional Core. For the Locally Preferred Alternative With Incentives it is assumed that the combination of the Metro Rail system's concentration of development around station areas in the CBD and the CRA's South Park development just outside CBD station areas and including a major retail component would result in about seventeen percent more new regional-serving retail development in the CBD than would be required to serve only new Regional Core residents.

Source: Sedway/Cooke and Peat Marwick Mitchell & Co.

TABLE 5-1

PROJECTED COMMERCIAL DEVELOPMENT 1990-2000 UNDER THREE GROWTH SCENARIOS

(Thousands of Square Feet Unless Otherwise Indicated)

	BASE CONDITIONS						MAXIMUM IMPACT CONDITIONS						WITH INCENTIVES					
	Major Office	Community Office	Employee Retail	Regional Retail	Community Retail	Hotel Rooms	Major Office	Community Office	Employee Retail	Regional Retail	Community Retail	Hotel Rooms	Major Office	Community Office	Employee Retail	Regional Retail	Community Retail	Hotel Rooms
CBD																		
Union Station	0	0	0	0	11	0	500	0	25	0	[illegible]	400	1500	0	75	50	5	800
Civic Center	1600	0	80	50	2	225	1900	0	[illegible]	50	[illegible]	[illegible]	2250	0	117	25	134	225
Fifth/Hill	6600	0	535	50	11	525	8250	0	413	100	21	225	9835	0	479	125	162	225
Seventh/Flower	4750	0	232	400	12	500	5250	0	352	500	44	1000	6750	0	541	650	[illegible]	1000
All Stations	13045	0	852	500	35	1450	16000	0	1100	650	244	2350	19835	0	1065	800	372	2250
Planning Area	16000	750	750	800	57	N/A	20000	750	1000	1000	370	N/A	21000	750	1120	1200	378	N/A
WESTLAKE																		
Wilshire/Alvarado	150	0	0	0	5	0	500	0	25	0	0	0	1100	0	55	0	10	0
Planning Area	1000	500	50	0	49	0	1500	500	25	0	351	0	2000	500	100	100	351	0
WILSHIRE																		
Wilshire/Vermont (1,2,3,4,5)	750	0	38	50	29	0	1600	0	80	0	16	0	2450	0	125	0	60	0
Wilshire/Normandie (1,2,3,4,5)	1620	0	80	50	36	0	[illegible]	0	125	100	20	500	2650	0	135	200	30	500
Wilshire/Western (1,2,3,4,5)	1250	0	90	0	36	0	2200	0	110	100	0	0	2550	0	115	100	20	0
Vermont/Beverly (1,2,3,4)	0	2	0	0	19	400*	0	0	0	0	12	0	600	0	30	0	125	0
Western/Beverly (5)	0	0	0	0	19	0	0	0	0	0	21	0	600	0	30	0	32	0
Wilshire/Crenshaw (1,2,4,5)	0	500	0	0	14	0	150	530	0	0	1	0	540	500	15	0	2	0
Wilshire/La Brea (1,2,4,5)	0	100	9	0	12	0	1020	160	60	0	24	0	1170	100	70	0	111	0
Wilshire/Fairfax (1,2,4,5)	1750	0	80	0	10	0	2580	0	145	200	61	0	3210	0	170	300	[illegible]	0
Olympic/Crenshaw (3)	0	0	0	0	10	0	0	0	0	0	15	0	0	0	0	0	35	0
Pico/San Vicente (3)	0	0	0	0	11	0	0	0	0	0	9	0	0	0	0	0	112	0
Alignment 1	5920	562	305	100	146	0	10370	560	520	400	214	500	12820	560	660	700	566	500
Alignment 2	5920	562	305	100	146	0	10370	560	520	400	[illegible]	500	12820	560	660	700	566	500
Alignment 3	4270	2	208	100	131	0	6320	0	515	200	246	500	11030	0	405	400	309	500
Alignment 4	5970	562	305	100	146	0	10370	560	520	400	214	500	12820	560	660	700	566	500
Alignment 5	5920	560	305	100	146	0	10370	560	520	400	215	500						
Planning Area	8000	1580	400	150	317	N/A	13000	1580	650	500	[illegible]	N/A	15000	1580	750	600	1570	N/A
WEST HOLLYWOOD/HOLLYWOOD																		
Vermont/Santa Monica (1,2,3,4)	0	20	0	0	6	0	200	20	10	0	15	0	250	20	10	0	25	0
Western/Santa Monica (5)	0	20	0	0	7	0	200	20	10	0	1	0	250	20	10	0	5	0
Sunset/Vermont (1,2,5)	120	40	6	0	9	0	200	80	10	0	6	0	400	100	20	0	9	0
Sunset/Edgemont (4)	120	40	9	0	5	0	200	80	10	0	3	0	400	100	20	0	5	0
Hollywood/Western (1,2,3)	0	20	0	0	2	0	0	20	0	0	0	0	50	20	5	0	5	0
Sunset/Western (4)	0	20	0	0	0	0	0	100	0	0	0	0	50	20	5	0	[illegible]	0
Hollywood/Vine (1,2)	80	40	20	100	12	0	550	100	70	200	[illegible]	0	1050	120	50	250	137	0
Hollywood/Vine (3)	100	20	5	50	12	0	200	50	10	100	41	0	400	25	70	125	137	0
Sunset/Vine (4,5)	250	20	10	50	14	0	400	25	20	100	[illegible]	0	600	100	20	150	95	0
Hollywood Bowl (1,2,4,5)	0	0	0	0	6	0	0	0	0	0	5	0	0	0	0	0	6	0
Hollywood/Highland (3,4)	500	20	24	50	16	400	650	75	50	100	[illegible]	[illegible]	800	100	40	150	90	800
Alignment 1	500	120	25	100	49	0	950	220	50	200	115	0	1750	[illegible]	85	250	160	0
Alignment 2	500	120	25	100	49	0	950	220	50	200	117	0	1750	240	85	250	160	0
Alignment 3	720	120	36	100	59	400	1250	245	60	200	177	600	1900	315	95	275	264	600
Alignment 4	450	120	44	100	54	400	1450	270	76	200	114	0	2100	340	105	400	329	600
Alignment 5	250	40	10	50	27	0	600	95	30	100	62	0	950	120	40	150	106	0
Planning Area	1500	200	65	100	277	N/A	1700	300	45	500	421	N/A	2600	400	130	600	421	N/A
UNIVERSAL CITY/NORTH HOLLYWOOD																		
Universal City (1,2,3,4,5)	2500	0	125	50	7	500	2500	0	125	100	6	500	2700	0	135	125	5	500
North Hollywood (1,2,3,4,5)	[illegible]	0	46	0	1	0	1320	0	66	100	2	0	1720	0	86	125	3	0
Both Stations	[illegible]	0	171	50	8	500	3820	0	191	200	8	500	4420	0	221	250	8	500
TOTALS																		
Planning Area	1500	100	225	50	25	N/A	4500	100	225	440	125	N/A	5500	100	275	440	[illegible]	N/A
Alignment 1	[illegible]	[illegible]	1154	750	[illegible]	1950	51620	760	1586	1450	645	[illegible]	[illegible]	920	2024	2100	1136	5750
Alignment 2	[illegible]	[illegible]	1154	750	217	1950	[illegible]	780	1580	1450	645	[illegible]	[illegible]	920	[illegible]	2100	1136	5750
Alignment 3	[illegible]	122	1067	750	212	2350	27840	245	1591	[illegible]	621	[illegible]	[illegible]	315	[illegible]	2160	1043	[illegible]
Alignment 4	[illegible]	[illegible]	1172	750	257	2350	32140	830	1606	1450	[illegible]	[illegible]	40421	400	2047	2000	1100	[illegible]
Alignment 5	[illegible]	600	1130	700	227	1950	[illegible]	655	1565	1350	536	3350	[illegible]	680	1729	2150	[illegible]	3750
Regional Corr.	[illegible]	2350	1490	1100	805	N/A	40700	3030	2035	2100	[illegible]	N/A	46100	3150	2375	[illegible]	3600	N/A

* Thousands of hotel square feet under construction and excluded.

4. COMPARISONS OF GROWTH PROJECTIONS FOR METRO RAIL ALIGNMENTS

This chapter compares the five candidate alignments with respect to commercial and residential growth. Projected growth is compared first for the Regional Core as a whole, then for the planning areas, and finally for the station areas.

4.1 REGIONAL CORE

Table 4-1 summarizes commercial and residential growth projections for the Metro Rail candidate alignments and compares them with the total development and population for 1980 in the Regional Core area. Commercial projections are expressed in gross square footage (including office, retail and hotel development). With the construction of any of the five alignments, the commercial development added within the Regional Core would be expected to increase by a range of 23 to 26 percent over the year 1980. The number of dwelling units added is expected to increase by approximately 34 percent over the 1980 figure within the Regional Core. Population would increase by approximately 22 percent over the 1980 figures.

As a guide, the magnitude of development is expected to fall between the Base condition and Metro Rail Maximum Impact condition for the portion of the route constructed. The balance of the unconstructed route would reflect the Base condition. A temporary terminal station is not expected to experience a temporary increase over the Metro Rail projection because the portion of the route that is open would not achieve the full development projected for the completed route, and developers are not likely to target new construction for the temporary levels of transit patronage at a station.

4.2 PLANNING AREAS

Table 4-2 compares total 1980 population and population densities in the planning areas and the Regional Core with those projected under the Base condition for the year 2000, and the Maximum Impact condition for any of the five Metro Rail candidate alignments for the year 2000. Population density in the Regional Core is expected to increase from 10,868 persons per square mile in 1980 to 12,408 persons per square mile in the year 2000 under Base conditions and 16,508 persons per square mile under Metro Rail Maximum Impact conditions.

With respect to major office space development, the following absorption rates were utilized in the FEIS:

- For the Westlake Planning Area, 50,000 square feet per year for the year 2000 Base condition and 75,000 to 125,000 per year under Metro Rail Maximum Impact conditions.

- For the Wilshire Planning Area, 400,000 square feet annually to the year 2000 under Base conditions and 650,000 to 750,000 square feet per year under Metro Rail Maximum Impact conditions.

TABLE 4-1

PROJECTED REGIONAL CORE GROWTH FOR
SYSTEMWIDE ALTERNATIVES, YEARS 1980 TO 2000

	Commercial Development (1000 sq.ft.)		Residential Development (dwelling units)		Regional Growth (Population)	
1980	Total: 232,800		Total: 404,840		Total: 831,240	
	Increment	% Change	Increment	% Change	Increment	% Change
2000 Base Conditions	40,300	17	50,330	12	115,639	14
2000 Metro Rail Maximum Impact Conditions	54,200-60,700*	23-26	136,260**	34	181,333	22

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

** Although this level of residential development is identified by SCAG-82B for the entire Regional Core, it is more likely to occur at this intensity only within station areas and to be less for the Regional Core as a whole.

Source: SCAG-82M and SCAG-82B Growth Projections; SCRTD, General Planning Consultant.

TABLE 4-2

POPULATION AND DENSITY IN PLANNING AREAS AND REGIONAL CORE, YEAR 1980 AND 2000

Planning Areas	Sq. Mi.	1980 Conditions Population	1980 Conditions Persons Sq. Mi.	2000 Base Conditions Population	2000 Base Conditions Persons Sq. Mi.	2000 Metro Rail Maximum Impact Population	2000 Metro Rail Maximum Impact Persons Sq. Mi.
Westlake	3.53	92,414	26,180	104,025	29,469	159,410	45,159
Wilshire	20.05	308,660	15,395	354,706	17,691	489,530	24,415
Hollywood	21.21	216,502	10,208	257,194	12,126	324,870	15,317

- For the Hollywood Planning Area, 75,000 square feet per year for the year 2000 under the Base conditions and 100,000 to 150,000 square feet per year under Metro Rail Maximum Impact conditions.

(Note: The recent report for the Los Angeles Community Redevelopment Agency by Economic Research Associates, entitled Real Estate Development Potential in the Metro Rail Corridor, forecasts an increase of 125,000 square feet per year in Wilshire and of 59,000 square feet per year in Hollywood for the station areas for five years beginning the year 1990.)

4.3 STATION AREAS

Table 4-3 indicates that, under year 2000 Base conditions, the total commercial development in the station areas of the five alignments studied will increase 26 to 28 million square feet over the total for 1980. Under year 2000 Maximum Impact conditions, commercial development is projected to increase by 35 to 50 million square feet for the five alignments. The largest amount of commercial growth is projected to occur in the station areas of Alignment 4 and the least in the station areas of Alignment 5.

Table 4-4 indicates that, under year 2000 Base conditions, the total residential development in the station areas of the five alignments studied will increase by approximately 7,700 to 10,000 units over the total for 1980. Under year 2000 Maximum Impact conditions, residential development is projected to increase by approximately 25,000 to 31,700 units for the five alignments. The largest amount of growth is projected to occur in the station areas of Alignment 4 and the least in the station areas of Alignment 5.

TABLE 4-3

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

Commercial Floor Area (1,000 Sq. Ft.)

	2000 Base Conditions		2000 Maximum Impact Conditions	
	1,000 sq.ft.	Percent	1,000 sq.ft.	Percent
WILSHIRE PLANNING AREA	11,100	17	17,700 - 19,900	27-31
o Wilshire/Vermont				
o (All Alignments)	900	19	1,700 - 2,600	38-59
o Wilshire/Normandie				
o (All Alignments)	1,800	47	3,200 - 3,400	83-90
o Wilshire/Western				
o (All Alignments)	2,000	68	2,400 - 2,700	83-91
o Vermont/Beverly*				
o (Alignments 1,2,3,4)	20	2	80 - 750	10-94
o Western/Beverly*				
o (Alignment 5)	20	5	20 - 700	5-166
o Wilshire/Crenshaw*				
o (Alignments 1,2,4,5)	400	50	500 - 700	63-88
o Wilshire/La Brea				
o (Alignments 1,2,4,5)	200	13	1,300 - 1,500	81-94
o Wilshire/Fairfax				
o (Alignments 1,2,4,5)	1,800	63	3,300 - 3,800	110-128
o Olympic/Crenshaw*				
o (Alignment 3)	10	2	15 - 25	3-5
o Pico/San Vicente*				
o (Alignment 3)	10	2	75 - 112	11-16
Summary of Wilshire Planning Area by Alignment				
o Alignment 1	7,120	41	12,480 -15,450	72-89
o Alignment 2	7,120	41	12,489 -15,450	72-89
o Alignment 3	4,740	37	7,420 - 9,547	58-75
o Alignment 4	7,120	41	12,480 -15,450	72-89
o Alignment 5	7,120	42	12,420 -15,400	73-91

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TABLE 4-3 (CONTINUED)

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

	Commercial Floor Area (1,000 Sq. Ft.)			
	2000 Base Conditions		2000 Maximum Impact Conditions	
	1,000 sq.ft.	Percent	1,000 sq.ft.	Percent
HOLLYWOOD PLANNING AREA	2,500	6	4,000 - 4,800	10-12
o Vermont/Santa Monica				
o (Alignments 1,2,3,4)	30	6	250 - 300	50-60
o Western/Santa Monica				
o (Alignment 5)	30	3	250 - 300	31-38
o Sunset/Vermont				
o (Alignments 1,2,3)	175	16	300 - 550	27-50
o Sunset/Edgemont				
o (Alignment 4)	225	26	300 - 550	33-58
o Hollywood/Western*				
o (Alignments 1,2,3)	30	3	20 - 80	3-10
o Sunset/Western*				
o (Alignment 4)	30	3	30 - 75	3-8
o Hollywood/Vine				
o (Alignments 1,2)	550	23	1,000 - 1,600	42-67
o Hollywood/Vine (3 only)	200	8	450 - 750	19-31
o Sunset/Vine				
o (Alignment 4 only)	350	17	650 - 975	31-46
o Sunset/Vine				
o (Alignment 5 only)	550	26	1,100 - 1,800	54-84
o Hollywood/Highland				
o (Alignments 3,4)	925	58	1,400 - 1,900	88-119
o Hollywood Bowl*				
o (Alignments 1,2,4,5)	5	40	3 - 6	20-40
Summary of Hollywood Planning Area by Alignment				
o Alignment 1	790	16	1,573 - 2,536	33-53
o Alignment 2	790	16	1,573 - 2,536	33-53
o Alignment 3	1,360	21	2,420 - 3,580	38-56
o Alignment 4	1,565	26	2,633 - 3,806	43-63
o Alignment 5	580	20	1,353 - 2,106	46-72

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TABLE 4-3 (CONTINUED)

NET CHANGE IN COMMERCIAL DEVELOPMENT, 1980 - 2000

Commercial Floor Area (1,000 Sq. Ft.)

	2000 Base Conditions		2000 Maximum Impact Conditions	
	1,000 sq.ft.	Percent	1,000 sq.ft.	Percent
DESIGNATED CENTERS				
o Alignment 1	27,085	44	38,550 - 47,150	63-77
o Alignment 2	27,085	44	38,550 - 47,150	63-77
o Alignment 3	25,660	44	34,150 - 42,860	59-74
o Alignment 4	27,860	45	39,000 - 48,425	63-78
o Alignment 5	26,905	45	37,750 - 46,800	63-78
ALL STATION AREAS				
o Alignment 1	27,570	43	38,803 - 48,986	61-77
o Alignment 2	27,570	43	38,803 - 48,986	62-77
o Alignment 3	25,760	42	34,590 - 44,127	56-72
o Alignment 4	28,345	43	39,863 - 50,256	61-77
o Alignment 5	27,360	44	38,523 - 48,506	62-79
REGIONAL CORE	40,300	17	54,200 - 60,700	23-26

*Station areas not designated as Centers in the City's Concept Plan or the County's General Plan.

(1)Range reflects amount of development with and without a concerted effort by SCRTD and others to promote station area development.

Source: FEIS; SCRTD/General Planning Consultant.

TABLE 4-4

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

Residential Units

	2000 Base Condition		2000 Maximum Impact Condition	
	Dwelling Units	Percent	Dwelling Units	Percent
WILSHIRE PLANNING AREA	18,180	13	58,310	41
Wilshire/Vermont (All Alignments)	770	14	3,130	57
Wilshire/Normandie (All Alignments)	760	21	1,640	45
Wilshire/Western (All Alignments)	1,020	23	740	17
Vermont/Beverly* (Alignments 1,2,3,4)	510	10	3,510	71
Western/Beverly* (Alignment 5)	540	18	800	26
Wilshire/Crenshaw* (Alignments 1,2,4,5)	350	15	330	14
Wilshire/La Brea (Alignments 1,2,4,5)	310	14	1,150	54
Wilshire/Fairfax (Alignments 1,2,4,5)	270	14	1,020	53
Olympic/Crenshaw* (Alignment 3)	250	14	630	36
Pico/San Vicente* (Alignment 3)	280	12	1,080	49
Summary of Wilshire Planning Area by Alignment				
Alignment 1	3,990	16	11,520	45
Alignment 2	3,990	16	11,520	45
Alignment 3	3,590	16	10,730	48
Alignment 4	3,990	16	11,520	45
Alignment 5	4,020	17	8,810	38

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TABLE 4-4 (CONTINUED)

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

Residential Units

	2000 Base Condition		2000 Maximum Impact Condition	
	Dwelling Units	Percent	Dwelling Units	Percent
HOLLYWOOD PLANNING AREA	17,640	15	35,640	31
Vermont/Santa Monica* (Alignment 1,2,3,4)	250	7	1,110	33
Western/Santa Monica* (Alignment 5)	140	6	690	31
Sunset/Vermont (Alignments 1,2,3)	240	10	480	20
Sunset/Edgemont (Alignment 4)	310	10	550	18
Hollywood/Western* (Alignments 1,2,3)	170	6	360	13
Sunset/Western* (Alignment 4)	180	7	570	20
Hollywood/Vine (Alignments 1,2,3)	480	16	2,430	79
Sunset/Vine (Alignments 4,5)	375	13	1,860	66
Hollywood/Highland (Alignments 3,4)	1,700	13	2,390	59
Hollywood Bowl* (Alignments 1,2,4,5)	180	25	100	13
Summary of Hollywood Planning Area by Alignment				
Alignment 1	1,140	9	4,480	37
Alignment 2	1,140	9	4,480	37
Alignment 3	2,840	22	6,770	52
Alignment 4	2,995	21	6,580	46
Alignment 5	695	11	2,650	42

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TABLE 4-4 (CONTINUED)

NET CHANGE IN RESIDENTIAL DEVELOPMENT, 1980 - 2000

Residential Units

	2000 Base Condition		2000 Maximum Impact Conditions	
	Dwelling Units	Percent	Dwelling Units	Percent
DESIGNATED CENTERS				
Alignment 1	6,865	17	24,150	59
Alignment 2	6,865	17	24,150	59
Alignment 3	7,985	15	24,370	46
Alignment 4	8,530	15	26,040	46
Alignment 5	6,520	14	23,100	49
ALL STATION AREAS				
Alignment 1	8,145	15	30,030	55
Alignment 2	8,145	15	30,030	55
Alignment 3	9,445	18	31,060	59
Alignment 4	10,000	18	31,660	56
Alignment 5	7,730	16	25,020	53
REGIONAL CORE	50,330	12	136,260	34

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

Source: SCRTD/General Planning Consultant/SCAG-82B/SCAG-82M Growth Projections.

5. IMPACTS OF PROJECTED GROWTH

5.1 ASSESSMENT OF LAND USE AND DEVELOPMENT IMPACTS

Two measures were used to assess the impacts of projected growth near the five alignments: (1) consistency with local land use plans and policies and (2) ability to accommodate projected growth. Within these two measures, several sub-measures were identified for use in this evaluation. These sub-measures were applied at both the station area and alignment levels. To determine the impacts of projected growth, the current conditions in the station areas and alignments were compared to year 2000 Maximum Impact and Base conditions. The potential impacts identified by these analyses are contained in Table 5-1. If an adverse impact occurs for either or both the 2000 Maximum Impact and Base conditions, an adverse impact is recorded. If a beneficial impact occurs for either or both conditions, a beneficial impact is shown. If a beneficial impact and adverse impact occurs for the same station under different conditions, an adverse impact is shown in the table.

Impacts are identified as potentially beneficial impacts, potentially adverse impacts which can be mitigated, and potentially adverse impacts which cannot be mitigated. Mitigation measures for potentially adverse impacts identified in this analysis are discussed in the next section. The following paragraphs address each of the impact measures identified in Table 5-1.

5.1.1 Consistency with Local Land Use Plans and Policies

To determine the extent to which the stations and alignments are consistent with adopted local land use plans, five sub-measures are used:

1. The extent to which growth would be concentrated at City Centers along the Metro Rail route.

2. The extent to which growth would be concentrated at other Centers (non-station) in the Regional Core.

3. The extent to which economically stagnant or declining areas would be revitalized.

4. The extent to which commercial services and employment would be increased at or near population centers.

5. The extent to which the implementation of Community Plan, Specific Plan or Redevelopment Plan objectives would be supported.

The effects or impacts associated with each candidate alignment are discussed for each of these measures first relative to station areas and then relative to the system as a whole.

TABLE 5-1

LAND USE IMPACT ASSESSMENT FOR CANDIDATE ALIGNMENTS

REGIONAL IMPACTS	1 Consistency With Land Use Plans and Policies	2 Concentrate development at growth centers along Metro Rail route per Concept	3 Concentrate development at non-station growth centers per Concept	4 Revitalize economically stagnant or declining areas	5 Increase commercial services/employment at or near population centers	6 Implement community plan, Specific Plan, or redevelopment plan objectives	7 Accommodation of projected station area growth without adverse impacts	8 Accommodate projected residential growth within walking distance of stations	9 Accommodate projected commercial growth within walking distance of stations	10 Preserve stable residential areas •Avoid pressure to increase densities in stable single family areas	11 Preserve stable single family areas •Avoid pressure to rezone residential area for commercial use	12 Maintain stable land values in surrounding neighborhoods	13 Preserve historic and/or cultural resources	Maintain compatibility with existing land uses and community character	MITIGATION OPTIONS (See Mitigation Text)	ALIGNMENT
ALIGNMENT 1	□	●	□	□	□	▼	□	▼	▼	●	▼	▼				
ALIGNMENT 2	□	●	□	□	□	▼	□	▼	▼	●	▼	▼				
ALIGNMENT 3	□	●	□	□	□	▼	□	▼	▼	●	▼	▼				
ALIGNMENT 4	□	●	□	□	□	▼	□	▼	▼	●	▼	▼				
ALIGNMENT 5	□	●	□	□	□	▼	□	▼	▼	●	▼	▼				
Union Station	□		□		□	▼	□			●	▼		1,7			All
Civic Center	□		□		□	▼	□			●			1			All
Fifth/Hill	□		□		□	▼	▼			●	▼		1,5,6,7			All
Seventh/Flower	□		□	□	□	▼	▼			●	▼		1,5,6,7			All
Wilshire/Alvarado	□			□	□	▼	□			●			1,2			All
Wilshire/Vermont	□			□	□	▼	□			●			1			All
Wilshire/Normandie	□			□	□	▼	□			●			1			All
Wilshire/Western	□			□	□	▼	□			●			1			All
Vermont/Beverly						▼	▼		▼	●		▼	2,3,5,9,			1,2,3,4,
Western/Beverly			□			□	□									5
Vermont/Santa Monica						□	□									1,2,3,4,
Western/Santa Monica			□		□	□										5
Sunset/Vermont	□			□	□	□	□									1,2,3,
Sunset/Edgemont	□			□	□		□									4
Hollywood/Western			□		□											1,2,3,
Sunset/Western			□		□	□										4
Hollywood/Vine	□		□		□	▼	□			●	▼		3,7,8			1,2,3,
Sunset/Vine	□		□		□	▼	□			●	▼		3,7,8			4,5,
Hollywood/Highland	□		□	□	□	▼	□			●	▼		1,7,8			3,4,
Hollywood Bowl					▼	▼	▼	▼	▼	●			3,5			1,2,4,5,
Universal City	□			□	□	▼	▼	▼	▼	●			1,3,5,6			All
North Hollywood	□		□	□	□		□									All
Wilshire/Crenshaw			□		●(a)	□	▼		▼	●		▼	5,9			1,2,4,5
Wilshire/La Brea	□			□	□	▼	□	▼		●	▼	▼	1,2,3,7,8,9			1,2,4,5
Wilshire/Fairfax	□			□	□	▼	▼	▼	▼	●		▼	1,2,3,4,5,9			1,2,4,5
Olympic/Crenshaw						□										3
Pico/San Vicente						▼	▼		▼	●		▼	2,3,5a			3

Legend:
- □ Potentially beneficial impact.
- ▼ Potentially adverse impact that can be mitigated by SCRTD and/or other responsible agencies.
- ● Potentially adverse impact that cannot be mitigated.

Blank represents a neutral situation.

Applicable to 2000 Base Condition only

Notes: a) for Alignment 1

5.1.1.1 Concentration of Growth at Centers along the Metro Rail Route

o Station Area Impacts

The City Centers Concept calls for growth to be concentrated in designated Centers located throughout the City. A number of these Centers are located in the Regional Core. Stations located in designated Centers support this concept by stimulating growth within the Center. For this reason, stations located within designated Centers of the City of Los Angeles General Plan were assessed to have potentially beneficial impacts under this sub-measure. Table 5-2 contains the proportion of the commercial and residential growth projected for each of the alignments which is expected to be located in designated City Centers. This table shows that the vast majority of projected growth under both the Base and Maximum Impact Conditions for all alignments is expected to occur in Centers in support of the Centers Concept.

TABLE 5-2

CONCENTRATION OF YEAR 2000 PROJECTED GROWTH
IN DESIGNATED CITY CENTERS

	Projected Commercial Development Occurring in City Centers		Projected Residential Development Occurring in City Centers	
	Base Condition	Max. Impact Condition	Base Condition	Max. Impact Condition
Alignment 1	98%	96-99%	84%	80%
Alignment 2	98%	96-99%	84%	80%
Alignment 3	99%	97-99%	85%	78%
Alignment 4	98%	96-98%	85%	82%
Alignment 5	98%	96-98%	84%	92%

Because the Centers Concept does not preclude the location of transit stations outside of Centers nor does it perceive growth outside of Centers to be in conflict with the Concept, the impacts of growth at stations outside the Centers were assessed to be neutral under this measure.

o System Impacts

All of the Metro Rail alignments would benefit the region by implementing the Centers Concept within the Regional Core. However, Alignment 4 has one more station in designated Centers than any other alignment (15 stations total in Centers). Alignments 1 and 2 have fourteen stations located in Centers, and Alignments 3 and 5 each have thirteen stations located in Centers. All alignments had five stations falling outside Centers except Alignment 5 which had four.

Another measure of the effectiveness of alignments in concentrating growth in Centers is the number of Centers served by the alignment. Alignments 1, 2, and 4 would serve eight Centers (CBD, Westlake, Mid-Wilshire, Miracle Mile, East Hollywood, Hollywood, Universal City, and North Hollywood) in the study area, Alignments 3 and 5 would serve seven Centers each.

5.1.1.2 Concentration of Growth at Non-station Centers in the Regional Core

o Station Area Impacts

No stations were specifically isolated which could potentially cause growth to concentrate in other Centers or which could potentially attract growth from other Centers.

o System Impacts

It is possible that construction of any of the five alignments could cause some growth to shift from Centers not located along the Metro Rail route to Centers that are on the route. However, the probability and extent of this outcome could not be isolated. Similarly, the extent to which Metro Rail may attract additional growth to the Regional Core which could then concentrate in non-station Centers could not be isolated. These Centers, which include Sunset Strip, Beverly Hills and Century City, are expected to continue to attract substantial amounts of new development regardless of the Metro Rail alignment chosen.

5.1.1.3 Revitalization of Economically Stagnant or Declining Areas

o Station Area Impacts

Construction of transit stations in economically stagnant or declining areas may stimulate potentially beneficial development interest in those areas. Stations located in designated Redevelopment Project areas and along Western Avenue were assessed to have potentially beneficial impacts under this sub-measure. In addition, the Wilshire/Crenshaw station was assessed to have the potential to stimulate revitalization of the Park Mile Specific Plan area.

o System Impacts

All five alignments were assessed to have potentially beneficial impacts under this sub-measure. All five alignments would serve the CBD, North Hollywood, and Hollywood Redevelopment Projects. Alignments 3 and 4 would have eight stations (including four CBD stations in MOS-1) located in Project areas; Alignments 1, 2, and 5 would have stations (including four CBD stations in MOS-1) in Redevelopment areas. Alignments 1, 2, 3, and 5 would serve the Park Mile area. Alignment 5 is the only alignment which would directly serve both the Park Mile area and Western Avenue area. Alignment 3 serves neither the Park Mile area nor the Western Avenue area.

5.1.1.4 Increase in Commercial Services/Employment At or Near Population Centers

o Station Area Impacts

Construction of transit stations may stimulate potentially beneficial development interest near population centers. Stations with projections of high commercial growth which are also located in areas of high population concentration were assessed to have potentially beneficial impacts under this sub-measure. Accordingly, stations located in Centers had potentially beneficial impacts.

o System Impacts

In general, for all alignments, retail development would be attracted to the Regional Core and station areas in proportion to the redistribution of population growth. Community-serving retail development, which tends to be located in small centers in predominantly residential areas, would increase for the Regional Core over base conditions. Regional retail development likely would concentrate in station areas, reducing the spillover into surrounding communities. All alignments are expected to have similar impacts under this measure since redistribution of population growth is not expected to vary widely between alignments.

5.1.1.5 Implementation of Community Plan, Specific Plan or Redevelopment Plan Objectives

o Station Area Impacts

Projections of growth in station areas were assessed for their consistency with established land use plans for the station areas. The concentration of growth in Centers or redevelopment areas which may result from station construction was assessed to be a potentially beneficial impact. For this reason, stations located in Centers and in the Redevelopment Project Areas were assessed to have potentially beneficial impacts under this sub-measure.

The concentration of growth in areas where conflicts with adopted plans may occur were assessed to have potentially adverse impacts. The Hollywood Bowl station area does not contain sufficient residentially-zoned land to accommodate growth. This potentially adverse impact is believed to be mitigatible. At the Wilshire/Crenshaw station, the aerial alignment along Wilshire Boulevard could be incompatible with the Park Mile specific plan due to the height of the aerial structure relative to surrounding development. In addition, this station (whether above or below ground) could stimulate development interest which might exceed the density specified in the Park Mile Specific Plan. Although the effect of stimulated development could be mitigated on Alignments 1, 2, 4 and 5, the potentially adverse impacts of the aerial guideway and station in this area on Alignments 2, 4, and 5 probably could not be mitigated.

o System Impacts

Alignments 1, 2 and 4 would serve the most Centers (six), but Alignments 2 and 4 would also have the unmitigatible aerial impact at the Wilshire/Crenshaw station. However, Alignment 4 would have one more station in a Center than

Alignments 1 and 2. All five alignments serve the three designated Redevelopment Projects (CBD, North Hollywood and Hollywood); however, Alignments 3 and 4 have more station in an urban renewal area than the other alignments. Alignments 3 and 4 would best serve the Hollywood Redevelopment area with three stations each. Overall, Alignment 4 has the most stations in Centers and Redevelopment Projects.

5.1.2 Accommodation of Projected Station Area Growth Without Adverse Impacts

To determine the extent to which the stations and alignments were able to accommodate projected growth without adverse impacts, seven sub-measures were used:

1. The extent to which projected residential growth could be accommodated in station areas.

2. The extent to which projected commercial growth could be accommodated in station areas.

3. The extent to which residential development pressure could lead to increasing residential density in stable single family areas.

4. The extent to which commercial development pressure could lead to rezoning residential areas for commercial use.

5. The extent to which stable land values in surrounding neighborhoods can be maintained.

6. The extent to which historic and/or cultural resources will be preserved.

7. The extent to which projected growth is compatible with existing land uses and community character.

By comparing projected commercial and residential growth between 1980 and 2000 to the parcel area as described in previous chapters, to the parcel susceptible to reinvestment in each station area (as described in Chapter 2), the ability to accommodate growth may be measured. Table 5-3 identifies the percentage of available parcel area which would be needed to accommodate growth projected for each station area. The resulting percentages provide an indication of the relative projected development pressure in the vicinity of each station. The findings from this analysis were then used to assess the potential impacts in station areas and related to the system as a whole of projected growth.

5.1.2.1 Accommodation of Projected Residential Growth on Residentially-Zoned Land Susceptible to Reinvestment in Station Areas

o Station Area Impacts

Residential growth in conjunction with Metro Rail is potentially beneficial when it can be accommodated within the station areas on residentially-zoned land

TABLE 5-3

ACRES OF PARCEL AREA REQUIRED TO ACCOMMODATE GROWTH

	Net Commercial Development*				Net Residential Development*			
	Base Condition		Maximum Impact Condition		Base Condition		Maximum Impact Condition	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Union Station	1	1	3-9	20-40	4	***	0	***
Civic Center	7	63	7-10	63-86	3	***	53	***
Fifth/Hill	31	81	28-32	73-84	6	***	29	***
Seventh/Flower	25	78	22-28	67-85	9	***	31	***
Wilshire/Alvarado	1	5	2-5	10-22	8	63	26	210
Wilshire/Vermont	5	16	6-10	21-34	8	59	31	240
Wilshire/ Normandie	8	26	10-13	32-42	11	100	25	210
Wilshire/Western	9	33	9-12	33-43	15	76	11	54
Vermont/Beverly	1	17	3-7	50-117	8	36	53	250
Western/Beverly	1	10	1-4	10-40	19	33	27	48
Vermont/Santa Monica	1	7	2-2	13-13	4	7	17	32
Western/Santa Monica	1	8	1-1	8-8	2	7	10	36
Sunset/Vermont	2	9	2-3	9-13	4	36	7	64
Sunset/Edgemont	2	13	2-3	13-23	5	21	8	36
Hollywood/ Western	1	4	1-1	4-4	3	11	5	24
Sunset/Western	1	6	1-1	6-6	3	14	9	43
Hollywood/Vine (Alignments 1,2)	3	7	8-13	19-30	5	73	24	370
Hollywood/Vine (Alignment 3)	2	5	6-9	14-21	5	73	24	370
Sunset/Vine (Alignment 4)	3	8	6-9	15-23	4	42	19	200
Sunset/Vine (Alignment 5)	4	10	9-13	23-33	4	42	19	200
Hollywood/ Highland	4	9	7-10	15-22	16	81	23	114
Hollywood Bowl	0	0	0-1	**	11	200	6	100
Wilshire/Crenshaw	4	74	5-7	89-130	10	75	9	70
Wilshire/La Brea	3	17	9-10	46-51	6	51	23	195

--continued

TABLE 5-3 (CONTINUED)

ACRES OF PARCEL AREA REQUIRED TO ACCOMMODATE GROWTH

	Net Commercial Development*				Net Residential Development*			
	Base Condition		Maximum Impact Condition		Base Condition		Maximum Impact Condition	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Wilshire/Fairfax	7	92	14-18	180-230	6	23	21	86
Olympic/Crenshaw	1	9	1-1	9-9	7	14	25	52
Pico/San Vicente	1	50	2-3	100-150	7	32	29	130
Universal City	13	131	10-12	100-121	4	120	0	0
North Hollywood	5	14	6-7	17-20	1	3	1	3

*Net growth is projected new development minus floor area or dwelling units displaced. An average of one single-family or duplex unit would be displaced for every thirteen multi-family units added in areas outside the CBD. 1.2 times dwelling unit demand used (or 85% efficiency).

**Commercial development could be located on the county-owned Hollywood Bowl site.

***There is little or no residentially-zoned land in the CBD station areas. The CRA has authority to designate commercially-zoned land for residential development in these areas.

Source: SCRTD/General Planning Consultant.

susceptible to development. Under the year 2000 Maximum Impact Condition, station areas can be divided into three categories based on the projected increase in residential units: High (greater than 50% increase in residential units forecast), Moderate (20 to 50% increase forecast) and Low (less than 20% increase forecast). Stations where projected residential growth was High or Moderate were then examined to determine whether adequate parcel area existed to accommodate the forecasted growth. For station areas where the projected growth would require 75 percent or less of the available parcel area (see Table 5-3), the impact of the growth was assessed to be potentially beneficial. This condition occurred at the Western/Santa Monica, Vermont/Sunset, Vermont/Santa Monica, Sunset/Western, Western/Beverly and Olympic/Crenshaw station areas.

The impacts of residential growth can be potentially adverse when levels of residential growth are forecast which exceed the available supply of land available for residential development. For station areas where projected growth would require 75 percent or more of the available parcel area (see Table 5-3), the impact of growth was assessed to be potentially adverse. These potentially adverse impacts occur as a result of the concentration of growth in Center areas under the assumptions of the maximum impact condition. These conditions could occur in the following station areas: CBD Center - Civic Center, Fifth/Hill, Seventh/Flower, Westlake Center - Wilshire/Alvarado, Wilshire Center - Wilshire/Vermont, Wilshire/Normandie, Vermont/Beverly, Miracle Mile Center - Wilshire/La Brea, Wilshire/Fairfax, Pico/San Vicente and Hollywood Center - Hollywood/Highland, Sunset/Vine, Hollywood/Vine. It is anticipated that these potentially adverse impacts could be mitigated in all cases.

The same analysis was conducted using the year 2000 Base conditions. Station areas were divided into three categories based on the projected increase in residential units: High (greater than 20% increase in residential units forecast), Moderate (12% to 20% increase forecast) and Low (less than 12% increase forecast). Stations where projected residential growth was High or Moderate were then examined to determine whether adequate parcel area existed to accommodate the forecasted growth. For station areas where the projected growth would require 75 percent or less of the of the available parcel area (see Table 5-3), the impact of projected growth was assessed to be potentially beneficial. This condition occurred at the Wilshire/Vermont, Wilshire/Crenshaw, Wilshire/La Brea, Wilshire/Fairfax, Sunset/Vine, Western/Beverly, Hollywood/Vine, Olympic/Crenshaw, and Pico/San Vicente station areas. The impact of projected growth was assessed to be potentially adverse at the following station areas: Union Station, Civic Center, Fifth/Hill, Seventh/Flower, Wilshire/Normandie, Wilshire/Western,, Hollywood/Highland, Universal City and Hollywood Bowl.

The 2000 Maximum Impact condition results in a residential redistribution at the Union Station, Wilshire/Western, Hollywood Bowl and Universal City stations that is favorable over the 2000 Base condition. For the remaining station areas in which residential growth is forecast to be low, the impact was assessed to be neutral.

o System Impacts

The potential impacts for each of the alignments were assessed using year 2000 Maximum and Base conditions. Under the year 2000 Maximum Impact Condition, the impacts for each of the alignments are roughly similar. For each alignment, the concentration of growth in Centers could cause the potentially adverse impacts

of residential growth to exceed the potentially beneficial impacts. Alignment 5 includes nine station areas in which the impacts of residential growth are assessed to be potentially adverse. Alignments 1, 2 and 3 include ten adversely impacted station areas, and Alignment 4 includes 11 such station areas. It is anticipated that the potentially adverse impacts could be mitigated in all cases.

Under year 2000 Base Condition, the impacts for each of the alignments are also similar. Because the projected growth would be more evenly dispersed under the Base Condition, the impacts of the alignments are less than the Maximum Impact Condition. However, even under the Base Condition, the potentially adverse impacts of residential growth are greater than the potentially beneficial impacts. Alignments 1 and 2 each have eight stations where impacts of residential growth are potentially adverse and five stations where impacts are potentially beneficial. Alignment 3 has eight adversely and four beneficially impacted stations. Alignment 4 has nine adversely impacted, and five beneficially impacted stations. Alignment 5 has eight adversely and six beneficially impacted stations. Potentially adverse impacts could be mitigated in all cases.

5.1.2.2 Accommodation of Projected Commercial Growth on Commercially-Zoned Land Susceptible to Reinvestment in Station Areas

o Station Area Impacts

Commercial growth projected to occur in station areas is potentially beneficial if it could be accommodated on commercially-zoned land susceptible to investment. Station areas were divided into three categories based on the projected increase in square footage of commercial development: High (greater than 90% increase in commercial development forecast), Moderate (51 to 90% increase forecast) and Low (less than 50% increase forecast). Stations where projected commercial growth was High or Moderate were then examined to determine whether adequate parcel area existed to accommodate the forecasted growth. For station areas where the projected growth would require 75 percent or less of the available parcel area (see Table 5-3), the impact of the growth was assessed to be potentially beneficial. This condition occurred at Union Station, Wilshire/Alvarado, Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western, Western/Beverly, Wilshire/La Brea, Vermont/Santa Monica, Sunset/Edgemont, Hollywood/Vine, Sunset/Vine, Hollywood/Highland and North Hollywood.

Commercial growth projected to occur in station areas is potentially adverse if the land available to accommodate development is potentially inadequate. For station areas where projected growth could require 75 percent or more of the available parcel (see Table 5-3), the impact of commercial growth was assessed to be potentially adverse. For the year 2000 Maximum Impact Condition, this occurred at the Fifth/Hill, Seventh/Flower, Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly and Universal City Stations. An additional station area in which the impacts of growth are potentially adverse is Pico/San Vicente. Although the commercial growth forecast in this station area is low, there is very little land available so that even a low level of development could conceivably not be easily accommodated. However, it is expected that these impacts can be mitigated in all station areas.

Under the year 2000 Base Condition, station areas were divided into three

categories based on the projected increase in square footage of commercial development: High (greater than 40% increase in commercial development forecast), Moderate (10 to 40% increase forecast) and Low (less than 10% increase forecast). For station areas where the projected growth would require 75 percent or less of the available parcel area (see Table 5-3), the impact of the growth was assessed to be potentially beneficial. This condition occurred at Civic Center, Wilshire/Alvarado, Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western, Wilshire/Crenshaw, Wilshire/La Brea, Sunset/Vermont, Sunset/Edgemont, Hollywood/Vine, Sunset/Vine, Hollywood/Highland and North Hollywood stations.

Under the assumptions of the base condition, the impact of growth in the following station areas was assessed to be potentially adverse: Fifth/Hill, Seventh/Flower, Wilshire/Fairfax, Hollywood Bowl and Universal City. It is anticipated that the potentially adverse impacts can be mitigated in all cases.

For the remaining station areas in which commercial growth is forecast to be low, the impact was assessed to be neutral.

o System Impacts

The potential impacts for each of the five alignments vary. In all cases, the potentially beneficial impacts of commercial growth are assessed to exceed the potentially adverse impacts of growth, especially since the potentially adverse impacts can be mitigated in all cases. Under both Base and Maximum Impact Conditions, all alignments would have three station areas Fifth/Hill, Seventh/Flower, Universal City) in which the supply of land could potentially be inadequate to support projected growth. Under the Maximum Impact Condition, Alignments 1, 2, 4, would have three additional stations (Wilshire/Crenshaw, Vermont/Beverly, and Wilshire/Fairfax) which could have difficulty accommodating growth. At the same time, Alignment 4 would contain the highest total number of stations (11) in which high to moderate growth forecasts can be accommodated without adverse impacts as a result of its alignment along the Wilshire Boulevard and Vermont Avenue high-growth corridors; whereas, Alignments 1 and 2 would have beneficial effects in nine station areas. Alignments 3 and 5 would also serve nine station areas which can accommodate commercial growth and two additional which potentially cannot (Vermont/Beverly and Pico/Vicente on Alignment 3, and Wilshire/Crenshaw and Wilshire/Fairfax on Alignment 5).

Under 2000 Base Conditions, the Civic Center Station impact becomes beneficial on all alignments; the Vermont/Sunset Station impact beneficial for Alignments, 1, 2, and 3; and Hollywood Bowl Station adverse for all Alignments except Alignment 3. In summary, under 2000 Base Conditions, Alignments, 1, 2, and 4 have ten beneficial and five adverse impacts; Alignment 5 has nine beneficial and five adverse impacts; and Alignment 3 has nine beneficial and three adverse impacts.

5.1.2.3 Avoidance of Pressure to Increase Residential Density in Stable Single-Family Areas

o Station Area Impacts

If an insufficient supply of land exists to accommodate residential growth, there may be an adverse impact on surrounding residential areas. Pressure will

be present to re-zone single-family or low-density residential neighborhoods for a higher density residential use assuming that residential growth attracted by Metro Rail will be multi-family in nature. These impacts could conceivably occur at stations: (1) where projected residential growth has been assessed to have a potentially adverse impact and (2) which are also located in areas where the predominant land use Community Plan designation and zoning is single-family residential. As a result, potentially adverse impacts could occur at the Wilshire/La Brea, Wilshire/Fairfax, Universal City and Hollywood Bowl stations. It is anticipated that the potentially adverse effects could be mitigated in all cases.

For the remaining station areas where projected residential growth can be accommodated without adverse impact or where projected residential growth may spill over into multi-family residential or commercial areas (Civic Center, Fifth/Hill, Seventh/Flower, Vermont/Beverly, Pico/San Vicente), the impact was assessed to be neutral.

o System Impacts

All alignments have one or more station areas which are assessed to have potentially adverse impacts resulting from residential development pressure which could lead to rezoning or displacement of single-family neighborhoods. Alignment 3 has one station area (Universal City) which has potentially adverse impacts under this measure. Alignments 1, 2, 4, and 5 have four such stations (Wilshire/La Brea, Wilshire/Fairfax, Hollywood Bowl, and Universal City).

5.1.2.4 Avoidance of Pressure to Re-zone Residential Areas for Commercial Use

o Station Area Impacts

If an insufficient supply of land exists to accommodate commercial growth, there may be an adverse impact on surrounding residential areas if pressure to rezone residential areas for commercial use exists and the development subsequently "spills over" into the residential area. These potentially adverse impacts could conceivably occur at stations: (1) where projected commercial growth has been assessed to have a potentially adverse impact and (2) which are also located in areas where the predominant land use is residential. Potentially adverse impacts could occur at the Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly, Pico/San Vicente, Hollywood Bowl and Universal City stations. It is anticipated that the potentially adverse effects could be mitigated in all cases.

For the remaining station areas where projected commercial growth can be accommodated without adverse impact or where projected commercial growth may spill over into commercial areas, the impact was assessed to be neutral.

o System Impacts

The potential impacts for each of the alignments do vary to some degree. Alignments 1, 2, and 4 would have five station areas (Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly, Hollywood Bowl and Universal City) in which the supply of land could potentially be inadequate to support projected commercial growth and which are located in predominantly residential areas.

Alignment 5 would have four station areas (Wilshire/Fairfax, Wilshire/Crenshaw, Hollywood Bowl and Universal City) in which this "spill-over" may occur. Alignment 3 would serve three stations (Pico/San Vicente, Vermont/Beverly and Universal City) in which the impacts are potentially adverse under this measure.

5.1.2.5 Maintenance of Stable Land Values in Surrounding Neighborhoods

o Station Area Impacts

In general, it is expected that land values would increase to some extent at all stations where development occurs. Potentially adverse impacts could occur in station areas where inadequate land supply exists to accommodate projected commercial and/or residential development. This condition exists at the following stations: all five MOS-1 stations, Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western, Wilshire/La Brea, Hollywood/Highland, Hollywood/Vine, Sunset/Vine, Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly, Hollywood Bowl, Universal City and Pico/San Vicente. The greatest pressure is expected to occur where land susceptible to reinvestment (regardless of commercial or residential classification) is exceeded by the combination of commercial and residential growth -- Civic Center, Fifth/Hill, Seventh/Flower, Vermont/Beverly, Hollywood Bowl, Wilshire/La Brea, Wilshire/Fairfax, Pico/San Vicente and Universal City. The greatest impact would be at stations with single-family areas -- Hollywood Bowl, Wilshire/La Brea, Wilshire/Fairfax and Universal City. Because land values are determined by market forces which are beyond the control of public agencies, these impacts are expected to be unmitigatible.

For the remaining station areas where land supply is adequate to accommodate projected commercial and residential growth, the impacts on land values are assessed to be neutral.

o System Impacts

Nine stations are common to all alignments under this measure (five MOS-1 stations plus Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western, and Universal City). All alignments would have at least four additional station areas in which potentially adverse impacts on land values in surrounding neighborhoods could occur. Alignment 4 has the highest total number of stations meeting this criterion (16) largely because of the Wilshire Boulevard stations which are assessed to have potentially adverse impacts for accommodation of growth (Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western and Wilshire/La Brea may have difficulty accommodating projected residential growth; Wilshire/Crenshaw may have difficulty accommodating commercial growth; and Wilshire/Fairfax may have difficulty accommodating both). Alignments 1 and 2 contain six additional station areas in which potentially adverse impacts on land values could occur. Alignment 5 has five additional such station areas, and Alignment 3 has four additional stations. Coupled with the assessment that the concentration of development in the Regional Core which could result from the Metro Rail project could cause land values to rise in general, it is assessed that potentially adverse impacts that cannot be mitigated could result from construction of any of the alignments under this measure.

5.1.2.6 Preservation of Historic and Cultural Resources

o Station Area Impacts

Historic and cultural resources within station areas could be affected either positively or negatively by growth induced by the Metro Rail project. If the floor area ratio of the zoning is significantly higher than the present floor area ratio of the structure and projected development pressure is assessed to be high, an adverse impact may occur if a structure is replaced by a development containing higher intensity uses. These potentially adverse impacts could occur in station areas containing historic or cultural resources where inadequate land supply exists to accommodate projected commercial or residential growth. These conditions exist in the Union Station, Fifth/Hill, Seventh/Flower, Hollywood/Highland, Hollywood/Vine, Sunset/Vine, and Wilshire/La Brea station areas. In these station areas, mitigation measures will be required to ensure the historic structures are renovated rather than displaced under the pressure of commercial or residential development.

o System Impacts

Because of the station areas involved, all alignments are assessed to have potentially adverse impacts on cultural and historic resources resulting from development pressure in the station areas.

5.1.2.7 Maintenance of Compatibility with Existing Land Uses and Community Character

o Station Area Impacts

Projected growth in station areas may or may not be compatible with surrounding land uses or with the desired character of the station area. Potentially adverse impacts could occur if the projected growth was inconsistent with surrounding uses. This is primarily true for station areas where the predominant land use is residential (i.e., station areas categorized as primarily residential) and where high levels of commercial growth (50% or greater) are forecast. These conditions exist in the following station areas: Vermont/Beverly, Wilshire/Crenshaw, Wilshire/La Brea, Wilshire/Fairfax and Pico/San Vicente. In these areas, projected commercial development may be potentially out of scale with surrounding residential areas. Mitigation measures could be employed in each of these areas, however.

o System Impacts

Alignments 1, 2, and 4 have four station areas (Vermont/Beverly, Wilshire/Crenshaw, Wilshire/La Brea and Wilshire/Fairfax) in which projected commercial development could possibly be incompatible with existing residential uses. Alignment 5 has three such stations (Wilshire/Crenshaw, Wilshire/La Brea, and Wilshire/Fairfax); whereas, Alignment 3 has two stations (Vermont/Beverly and Pico/San Vicente).

5.2 SUMMARY OF LAND USE IMPACTS BY ALIGNMENT

The land use and development impacts of the five alternative alignments were assessed by comparing projected residential and commercial growth for the year

2000 Base Condition and the year 2000 Maximum Impact Condition in station areas to:

- Adopted land use plans and policies to determine consistency; and
- Amount of land in station areas susceptible to reinvestment to determine the extent of growth accommodation.

If growth impacts were consistent with adopted plans and policies and could be accommodated in the station area, the impact was considered beneficial.

5.2.1 Candidate Alignment 1

5.2.1.1 Consistency with Local Land Use Plans and Policies

Alignment 1 serves eight designated City Centers (CBD, Westlake, Mid-Wilshire, Miracle Mile, East Hollywood, Hollywood, Universal City and North Hollywood). Of the nineteen stations on the alignment, fourteen stations (nine being common to all alignments) serve these designated Centers. Seven stations (five being common to all alignments) also serve designated Redevelopment Project areas (CBD, Hollywood and North Hollywood); however, except for the Hollywood/Western station, these stations also serve Centers. Considering Park Mile and Western as declining or stagnant areas also needing stimulation, this alignment supports the former with the Wilshire/Crenshaw station. As sixteen stations (nine being common to all alignments) support the Centers Concept of the Los Angeles and County General Plans and support revitalization of declining areas, only three stations (Vermont/Beverly, Vermont/Santa Monica and Hollywood Bowl) would not enhance fulfillment of community objectives although local plans do not preclude transit stations being located in non-Centers or redevelopment areas. The concentration of development at non-station centers in the Regional Core is considered a potentially adverse impact that cannot be mitigated by any of the alignments. All alignments will contribute to increased commercial services and employment opportunities at or near population centers. Likewise, all alignments help implement local land use and redevelopment plans. Alignment 1 may induce development at the Hollywood Bowl station that would have a mitigatible adverse impact and may induce excess commercial development in the Park Mile at Wilshire/Crenshaw station that would have a mitigatible adverse impact, both contrary to local plans.

5.2.1.2 Accommodation of Growth in Station Areas

The number of stations unable to accommodate significant residential growth exceeds the number of stations that can do so for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 1 had five stations (one being common to all alignments) with beneficial impacts and eight stations (seven being common to all alignments) with adverse impacts for the 2000 Base Condition, and had two stations (none being common to all alignments) with beneficial impacts and ten stations (six being common to all alignments) with adverse impacts for the 2000 Maximum Impact Condition. In the station areas unable to accommodate residential growth on Alignment 1, pressure to rezone single-family areas to higher residential densities would occur only at four stations - Wilshire/La Brea, Wilshire/Fairfax, Hollywood Bowl and Universal City.

In contrast, the number of stations able to accommodate significant commercial growth exceeds the number of stations that cannot for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 1 had ten stations (six being common to all alignments) with beneficial impacts and five stations (three being common to all alignments) with adverse impacts for the 2000 Base Condition, and had nine stations (six being common to all alignments) with beneficial impacts and six stations (three being common to all alignments) with adverse impacts for the 2000 Maximum Impact Condition. In station areas unable to accommodate commercial growth on Alignment 1, pressure to rezone residential parcels to commercial would occur at five stations -- Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly, Hollywood Bowl and Universal City.

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure on Alignment 1 is expected to occur where land susceptible to reinvestment is exceeded by the combined commercial and residential growth projection -- Civic Center, Fifth/Hill, Seventh/Flower, Wilshire/Fairfax, Wilshire/La Brea, Vermont/Beverly, Hollywood Bowl and Universal City. The greatest impact would occur at stations with single-family areas -- Wilshire/Fairfax, Wilshire/La Brea, Hollywood Bowl and Universal City.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate residential or commercial growth. For Alignment 1, this would occur at five stations (three being common to all alignments -- Union Station, Fifth/Hill and Seventh/Flower -- plus Hollywood/Vine and Wilshire/La Brea).

Incompatibility with existing use may occur in predominantly residential station areas that may experience major commercial growth. For Alignment 1, this would occur at four station areas -- Wilshire/Fairfax, Wilshire/La Brea, Wilshire/Crenshaw and Vermont/Beverly.

In summary, the adverse impacts of greatest concern in stations areas unique to Alignment 1 would occur at Wilshire/Fairfax, Wilshire/La Brea and Hollywood Bowl where inadequate land exists to accommodate combined commercial and residential growth and single-family areas may be adversely affected.

5.2.2 Candidate Alignment 2

Because the route of Alignment 2 is identical to that of Alignment 1, the land use and development impacts are identical with one exception. Alignment 2 has an aerial alignment through the Park Mile area. In contrast to Alignment 1 which is a subway, the aerial element of Alignment 2 may be in conflict with the Park Mile Specific Plan. This conflict is viewed as an unmitigatible adverse impact.

5.2.3 Candidate Alignment 3

5.2.3.1 Consistency with Local Land Use Plans and Policies

Alignment 3 serves seven designated City Centers (CBD, Westlake, Mid-Wilshire, East Hollywood, Hollywood, Universal City and North Hollywood) -- the one less than Alignments 1, 2, and 4 being Miracle Mile. Of the eighteen stations on the

alignment, thirteen stations (nine being common to all alignments) serve these designated Centers. Eight stations (five being common to all alignments) also serve designated Redevelopment Project areas (CBD, Hollywood and North Hollywood); however, except for the Hollywood/Western station, these stations also serve Centers. Considering Park Mile and Western as declining or stagnant areas also needing stimulation, this alignment supports neither while the other alignments support one or both. As fourteen stations (nine being common to all alignments, yet two or three less than other alignments) support the Centers Concept of the Los Angeles and County General Plans and support revitalization of declining areas, only four stations (Vermont/Beverly, Vermont/Santa Monica, Crenshaw/Olympic, and Pico/San Vicente) would not enhance fulfillment of community objectives although local plans do not preclude transit stations being located in non-Centers or redevelopment areas. Unlike the other four alignments, Alignment 3 would not induce development at the Hollywood Bowl station that would be a mitigatible adverse impact, and would not induce excess commercial development in the Park Mile at Wilshire/Crenshaw station that would be a mitigable adverse impact. Further, Alignment 3 does not place an aerial alignment through the Park Mile in potential conflict with the Park Mile Specific Plan.

5.2.3.2 Accommodation of Growth in Station Areas

The number of stations unable to accommodate significant residential growth exceeds the number of stations that can for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 3 would have four stations (one being common to all alignments) with beneficial impacts and eight stations (seven being common to all alignments) with adverse impacts for the 2000 Base Condition, and three stations (none being common to all alignments) with beneficial impacts and ten stations (six being common to all alignments) with adverse impacts for the 2000 Maximum Impact Conditions. In the station areas unable to accommodate residential growth on Alignment 3, pressure to rezone single-family areas to higher residential densities would occur only at one station -- Universal City being common to all alignments -- while the other alignments had four station areas.

In contrast, the number of stations able to accommodate significant commercial growth exceeds the number of stations that cannot for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 3 had nine stations (six being common to all alignments) with beneficial impacts and three stations (three being common to all alignments) with adverse impacts -- the least of all the alignments -- for the 2000 Base Condition, and had nine stations (six being common to all alignments) with beneficial impacts and five stations (three being common to all alignments) with adverse impacts for the 2000 Maximum Impact Condition. In station areas unable to accommodate commercial growth on Alignment 3, pressure to rezone residential parcels to commercial would occur at three stations -- Pico/San Vicente, Vermont/Beverly and Universal City -- the least of the alignments.

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure on Alignment 3 is expected to occur where land susceptible to reinvestment is exceeded by the combined commercial and residential growth projection -- Civic Center, Fifth/Hill, Seventh/Flower, Pico/San Vicente, Vermont/Beverly and Universal City. The greatest impact would occur at one station (the least of all the

alignments) with single-family areas -- Universal City being common to all alignments.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate residential or commercial growth. For Alignment 3, this would occur at four stations (three being common to all alignments -- Union Station, Fifth/Hill and Seventh/Flower -- plus Hollywood/Vine).

Incompatibility with existing use may occur in predominantly residential station areas that may experience major commercial growth. For Alignment 3, this would occur at two station areas -- Vermont/Beverly and Pico/San Vicente.

In summary, the adverse impacts of greatest concern in stations areas unique to Alignment 3 would occur at no stations where inadequate land exists to accommodate combined commercial and residential growth and single-family areas may be adversely affected; however, there is inadequate land to accommodate combined commercial and residential growth at the Pico/San Vicente and Vermont/Beverly stations which are multi-family in character. Overall, Alignment 3 has the fewest adverse impacts in accommodating growth, but it also has the fewest beneficial impacts.

5.2.4 Candidate Alignment 4

5.2.4.1 Consistency with Local Land Use Plans and Policies

Alignment 4 serves eight designated City Centers (CBD, Westlake, Mid-Wilshire, Miracle Mile, East Hollywood, Hollywood, Universal City and North Hollywood). Of the twenty stations on the alignment, fifteen stations (nine being common to all alignments) serve these designated Centers. Eight stations (five being common to all alignments) also serve designated Redevelopment Project areas (CBD, Hollywood and North Hollywood); however, except for the Sunset/Western station, these stations also serve Centers. Considering Park Mile and Western as declining or stagnant areas also needing stimulation, this alignment supports the former with the Wilshire/Crenshaw station. As seventeen stations (nine being common to all alignments, yet one more than any other alignment) support the Centers Concept of the Los Angeles and County General Plans and support revitalization of declining areas, only three stations (Vermont/Beverly, Vermont/Santa Monica and Hollywood Bowl) would not enhance fulfillment of community objectives although local plans do not preclude transit stations being located in non-Centers or development areas. Alignment 4 may induce development at the Hollywood Bowl station that is a mitigatible adverse impact and may induce excess commercial development in the Park Mile at Wilshire/Crenshaw station that is a mitigatible adverse impact, both contrary to local plans. Further, the aerial alignment through Park Mile may be in conflict with the Park Mile Specific Plan and, therefore, is a potentially unmitigatible adverse impact.

5.2.4.2 Accommodation of Growth in Station Areas

The number of stations unable to accommodate significant residential growth exceeds the number of stations that can for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 4 had five stations (one being common to all alignments) with beneficial impacts and nine stations (seven being common to all alignments) with adverse impacts (one

more than the other alignments) for the 2000 Base Condition, and had two stations (none being common to all alignments) with beneficial impacts and eleven stations (six being common to all alignments) with adverse impacts (one more than the other alignments) for the 2000 Maximum Impact Condition. In the station areas unable to accommodate residential growth on Alignment 4, pressure to rezone single-family areas to higher residential densities would occur only at four stations -- Wilshire/La Brea, Wilshire/Fairfax, Hollywood Bowl and Universal City.

In contrast, the number of stations able to accommodate significant commercial growth exceeds the number of stations that cannot for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 4 had ten stations (six being common to all alignments) with beneficial impacts and five stations (three being common to all alignments) with adverse impacts for the 2000 Base Condition -- the same numbers as Alignments 1 and 2, and had eleven stations (six being common to all alignments) with beneficial impacts (two more than any other alignments) and six stations (three being common to all alignments) with adverse impacts for the 2000 Maximum Impact Condition. In station areas unable to accommodate commercial growth on Alignment 4, pressure to rezone residential parcels to commercial would occur at five stations -- Wilshire/Fairfax, Wilshire/Crenshaw, Vermont/Beverly, Hollywood Bowl and Universal City.

Pressure on land values would occur in any station area unable to accommodate residential or commercial development. The greatest pressure on Alignment 4 is expected to occur where land susceptible to reinvestment is exceeded by the combined commercial and residential growth projection -- Civic Center, Fifth/Hill, Seventh/Flower, Wilshire/Fairfax, Wilshire/La Brea, Vermont/Beverly, Hollywood Bowl and Universal City. The greatest impact would occur at stations with single-family areas -- Wilshire/Fairfax. Wilshire/La Brea, Hollywood Bowl and Universal City. This is identical to Alignments 1 and 2.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate residential or commercial growth. For Alignment 4, this would occur at four station areas -- Wilshire/Fairfax, Wilshire/La Brea, Wilshire/Crenshaw and Vermont/Beverly.

In summary, the adverse impacts of greatest concern in stations areas unique to Alignment 4 (identical to Alignments 1 and 2) would occur at Wilshire/Fairfax, Wilshire/La Brea and Hollywood Bowl where inadequate land exists to accommodate combined commercial and residential growth and single-family areas may be adversely affected. Overall Alignment 4 has slightly more beneficial and adverse impacts than the other alignments.

5.2.5 Candidate Alignment 5

5.2.5.1 Consistency with Local Land Use Plans and Policies

Alignment 5 serves seven designated City Centers (CBD, Westlake, Mid-Wilshire, Miracle Mile, Hollywood, Universal City and North Hollywood) -- the one less being East Hollywood, which is in a secondary category below the other centers. The Hollywood East Center is not designated as a multi-purpose regional employment and commercial center, as are the other centers. Of the seventeen stations on the alignment, thirteen stations (9 being common to all alignments)

serve these designated Centers. Seven stations (5 being common to all alignments) also serve designated Redevelopment Project areas (CBD, Hollywood and North Hollywood); however, except for the Western/Santa Monica station, these stations also serve the Centers. Considering Park Mile and Western as declining or stagnant areas also needing stimulation, this alignment supports the former with the Wilshire/Crenshaw station and the later with the Western/Beverly station -- the only alignment to serve both. As sixteen stations (nine being common to all alignments) support the Centers Concept of the Los Angeles and County General Plans and support revitalization of declining areas, only one station (Hollywood Bowl) would not enhance fulfillment of community objectives although local plans do not preclude transit stations being located outside of Centers or redevelopment areas. Identical to Alignments 2 and 4, Alignment 5 may induce development at the Hollywood Bowl station that would have a mitigatible adverse impact and may induce excess commercial development in the Park Mile at Wilshire/Crenshaw station that would have a mitigatible adverse impact, both contrary to local plans. Further, the aerial alignment through Park Mile may be in conflict with the Park Mile Specific Plan and, therefore, a potentially unmitigatible adverse impact.

5.2.5.2 Accommodation of Growth in Station Areas

The number of stations unable to accommodate significant residential growth exceeds the number of stations that can for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 5 had six stations (one being common to all alignments) with beneficial impacts (one more than any other alignment) and eight stations (seven being common to all alignments) with adverse impacts (comparable to the other alignments) for the 2000 Base Condition, and had two stations (none being common to all alignments) with beneficial impacts (comparable to Alignments 1, 2, and 4, but one less than Alignment 3) and nine stations (six being common to all alignments) with adverse impacts (one less than any other alignments) for the 2000 Maximum Impact Condition. In the station areas unable to accommodate residential growth on Alignment 5, pressure to rezone single-family areas to higher residential densities would occur only at four stations -- Wilshire/La Brea, Wilshire/Fairfax, Hollywood Bowl and Universal City -- the same as for Alignments 1, 2 and 4.

In contrast, the number of stations able to accommodate significant commercial growth exceeds the number of stations that cannot for all alignments for both the year 2000 Base Condition and the year 2000 Maximum Impact Condition. Alignment 5 had nine stations (6 being common to all alignments) with beneficial impacts (same as Alignment 3 but one less than Alignments 1, 2, and 4) and five stations (3 being common to all alignments) with adverse impacts (same as for Alignments 1, 2, and 4) for the 2000 Base Condition, and had nine stations (6 being common to all alignments) with beneficial impacts (same number as Alignments 1, 2, and 3, but two less than Alignment 4) and five stations (3 being common to all alignments) with adverse impacts (equal to Alignment 3 and 1 less than the other 3 alignments) for the 2000 Maximum Impact Condition. In station areas unable to accommodate commercial growth on Alignment 5, pressure to rezone residential parcels to commercial would occur at four stations -- Wilshire/Fairfax, Wilshire/Crenshaw, Hollywood Bowl and Universal City -- one more than Alignment 3 and one less than Alignments 1, 2, and 4.

Pressure on land values would occur in any station area unable to accommodate

residential or commercial development. The greatest pressure on Alignment 5 is expected to occur where land susceptible to reinvestment is exceeded by the combined commercial and residential growth projection -- Civic Center, Fifth/Hill, Seventh/Flower, Wilshire/Fairfax, Wilshire/La Brea, Hollywood Bowl and Universal City. The greatest impact would occur at stations with single-family areas -- Wilshire/Fairfax, Wilshire/La Brea, Hollywood Bowl and Universal City, the same as for Alignments 1, 2, and 4.

Pressure on historic and cultural resources would occur where inadequate land exists to accommodate residential or commercial growth. For Alignment 5, this would occur at five stations (three being common to all alignments -- Union Station, Fifth/Hill and Seventh/Flower plus Sunset/Vine and Wilshire/La Brea).

Incompatibility with existing use may occur in predominantly residential station areas that may experience major commercial growth. For Alignment 5, this would occur at three station areas -- Wilshire/Fairfax, Wilshire/La Brea and Wilshire/Crenshaw -- one more than Alignment 3 and one less than Alignments 1, 2, and 4.

In summary, the adverse impacts of greatest concern in stations areas unique to Alignment 5 would occur at Wilshire/Fairfax, Wilshire/La Brea and Hollywood Bowl where inadequate land exists to accommodate combined commercial and residential growth and single-family areas may be adversely affected -- identical to Alignments 1, 2, and 4.

6. MITIGATION OF ADVERSE IMPACTS

This chapter identifies actions to mitigate the potentially adverse impacts on thirteen of the station areas discussed in Chapter 5.

Table 6-1 identifies mitigation measures, techniques for implementing them, agencies responsible for implementation, and applicability of techniques to affected station areas. SCRTD has limited authority in implementing all of the stated mitigation measures, but SCRTD's cooperation and support with the responsible agencies listed on page 3-63 of the FEIS, 1983, will be required. Measures encouraging the use of joint development techniques will require active participation by SCRTD in cooperation with the CRA, Los Angeles Department of Planning (LADOP), the Los Angeles County Department of Regional Planning (LADRP), and other responsible agencies. The LADOP and LADRP currently are preparing specific plans for all station areas with funding from the SCRTD in order to help mitigate many of the potential adverse impacts and enhance development opportunities, where appropriate.

6.1 POTENTIAL INABILITY TO ACCOMMODATE PROJECTED RESIDENTIAL-GROWTH IN STATION AREAS AND POTENTIAL PRESSURE TO INCREASE RESIDENTIAL DENSITY IN SINGLE-FAMILY AREAS

The accommodation of residential growth in the station areas of the Regional Core is the most significant potentially adverse impact under both the 2000 Base Condition and the 2000 Maximum Impact Condition. Three actions will be appropriate to mitigate the potentially adverse impacts of residential growth.

1. Develop residential projects on commercially-zoned land.

2. Increase density of new residential development in existing multi-family residential zones.

3. Divert potential residential growth to other station areas where multi-family residential development would be more appropriate.

These measures are applicable in the following station areas.

6.1.1 Vermont/Beverly (Alignments 1, 2, 3, 4)

Potentially adverse impacts in this station area may result from concentrated growth in the Wilshire Center. Because there is limited commercially-zoned land in this station area, excess residential growth should be diverted to the Wilshire Center stations through use of a Specific Plan (see discussion of these station areas above). In some cases, rezoning of multi-family residential parcels in this station area to increase density could increase residential development capacity.

6.1.2 Hollywood/Vine (Alignments 1, 2, 3)

The Hollywood/Vine station area is located in the part of Hollywood designated for intense commercial development in the Hollywood Redevelopment Plan; therefore, rezoning of commercial land for residential use would not be

TABLE 6-1
LAND USE IMPACT MITIGATION

	Effectiveness	Responsible Agencies	Vermont-Beverly	Western-Beverly	Vermont-Santa Monica	Western-Santa Monica	Sunset-Vermont	Sunset-Fairfax	Hollywood-Western	Sunset-Western	Hollywood-Vine	Sunset-Vine	Hollywood-Highland	Olympic-Crenshaw	Pico-San Vicente
1 Develop residential projects on commercially zoned lands															
Require the construction of housing as part of large scale projects or the contribution to a housing fund for small projects	High	LADOP, LADRP, CRA										●			
Encourage the construction of housing as mixed use or independent projects through density bonuses and other incentives	Low	LADOP, LADRP, CRA										●			
Undertake joint development projects which include a housing component.	High	SCRTD, CRA, CEDO, CDD, CDC										●			
2 Redirect commercial development to other station areas by providing joint development opportunities elsewhere.	Moderate	LADOP, SCRTD	●												●
3 Create financial incentives for preservation															
Provide low-interest rehabilitation loans	Moderate	CRA								●	●	●			
Promote use of existing tax incentives.	Moderate	CRA, LADOP, SCRTD								●	●	●			
4 Downzone and permit TDRs	High	CRA, LADOP								●	●	●			
5 Develop special station area mitigation measures to preserve community character			●												●
6 Create financial incentives for preservation Provide low-interest rehabilitation loans	Moderate	CRA													
Promote use of existing tax incentives	Moderate	CRA, LADOP, SCRTD								●	●	●			
7 Divert residential growth to other station areas where multi-family residential development would be more appropriate through use of specific plan.	Moderate	LADOP, SCRTD	●							●	●				●

Legends
LADOP = City of Los Angeles Department of Planning
LADRP = Los Angeles County Department of Regional Planning
CRA = Los Angeles Community Redevelopment Agency
CEDO = City of Los Angeles Economic Development Office
CDD = City of Los Angeles Community Development Department
CDC = Los Angeles County Community Development Commission

appropriate. Because the amount of land susceptible for residential development is limited and most is already zoned for the highest residential density, increased development capacity resulting from rezoning existing multi-family residential parcels will not add sufficient capacity to accommodate projected growth in this station area. Therefore, the best solution would be to divert residential growth to other station areas where it would be more appropriate. For Alignments 1, 2, and 3, growth can be diverted from Hollywood/Vine to Hollywood/Western. Areas located nearby the Hollywood/Western Station have been designated for high-density residential development by the Hollywood Redevelopment Project plan. Moreover, projected residential growth would require less than 40 percent of the residential land susceptible to reinvestment, and projected commercial and residential would require less than one-third of the total land susceptible to reinvestment.

6.1.3 Sunset/Vine (Alignments 4, 5)

Like the Hollywood/Vine station area, Sunset/Vine is located in the commercial heart of Hollywood. For the reasons stated previously for Hollywood/Vine, future high-density residential growth should be diverted from this station area to another area on the alignment. For Alignment 4, residential growth should be diverted from the Sunset/Vine station area to the Sunset/Western station area. For Alignment 5, growth should be directed to the Western/Santa Monica station area.

6.1.4 Hollywood/Highland (Alignments 3, 4)

This station is located in the area of Hollywood designated for intense commercial and residential development in the Hollywood Redevelopment Plan. Although rezoning commercial land for residential purposes may conflict with the Redevelopment Plan, encouraging residential components of commercial projects would be appropriate, because less than one-third of the commercial land susceptible to reinvestment is needed to accommodate projected commercial growth. The limited amount of residential land susceptible to reinvestment is already zoned for the highest residential density; the diversion of residential growth to adjacent stations would be less desirable.

6.1.5 Pico/San Vicente (Alignment 3)

Residential development could be accommodated at this station by selectively increasing density of existing residential parcels susceptible to redevelopment. There is little commercially zoned land available for this purpose. Additional residential development capacity is also available at Olympic/Crenshaw station.

6.2 POTENTIAL INABILITY TO ACCOMMODATE PROJECTED COMMERCIAL GROWTH IN STATION AREAS

Three actions will be appropriate to mitigate the potentially adverse impacts of commercial growth.

4. Accommodate the demand for commercial development within the station area by rezoning residentially-zoned parcels for commercial use which are currently vacant or used for parking and are adjacent to existing commercial development.

5. Redirect commercial development to other station areas by creating incentives to develop elsewhere.

6. "Expand the station area" by directing commercial development to sites adjacent to the currently defined station area boundaries through the Specific Plan and master planning process.

These measures are applicable in the following station areas.

6.2.1 Vermont/Beverly (Alignments 1, 2, 3, 4)

Because of the limited amount of commercial property susceptible to redevelopment in this station area and the infeasibility of increasing commercial density in a predominantly residential area, commercial growth should be diverted to one of the Wilshire Center station areas (Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western). Excess commercial development capacity exists at these stations and additional development would not lead to adverse impacts on residential areas. This could be accomplished through use of a Specific Plan.

6.2.2 Pico/San Vicente (Alignment 3)

Impacts resulting from an insufficient supply of commercial land in this station area would be difficult to mitigate. The existing residential uses, zoning and Community Plan designations for this area suggest that increased commercial activity in the station area is not likely to be acceptable. There is also only a small amount of commercially zoned land available and there is no readily apparent alternative station area to which commercial growth could be diverted. As a result, the only effective mitigation measure in this station area would be stringent growth controls reflected in a Specific Plan which would provide incentives for commercial development to occur elsewhere (unspecified) in the Regional Core.

6.3 POTENTIAL EFFECTS ON HISTORIC AND CULTURAL RESOURCES

Two actions will be appropriate to mitigate the potentially adverse impacts associated with historic and cultural resources.

7. Promote use of existing tax incentives and rehabilitation loans.

8. Downzone and create a mechanism to transfer unused development potential.

These measures are applicable to the following station areas.

6.3.1 Hollywood/Highland (Alignments 3, 4), Sunset/Vine (Alignments 4, 5) Hollywood/Vine (Alignments 1, 2, 3)

The Hollywood Redevelopment Plan affords a number of protections to historic structures not previously available. These protections tend to mitigate the potential adverse impacts caused by non-conforming historic structures because of designation changes, incompatibilities with adjacent development and

pressures to redevelop historic resources as follows:

- o Continuation and improvement of existing, non-conforming uses if CRA finds such improvements would be compatible with surroundings and proposed development.

- o Review of any proposed demolition, building or grading permit, with postponement for up to a year while alternative solutions are investigated.

- o Recognition of the importance of the Hollywood Boulevard District and creation of an urban design plan to encourage preservation and restoration of significant resources in this area. The urban design standards and guidelines are to be developed within two years of adoption of the Redevelopment Plan.

- o Granting development bonuses which would increase the floor-area-ratio to six to one, or residential densities beyond those specifically identified in the Redevelopment Plan to achieve its goals. Among goals specifically cited that would be eligible for such action are the preservation and rehabilitation of significant architectural or historic resources.

- o Adoption of design and development guidelines to carry out the goals of the Redevelopment Plan. Design criteria would include architectural style and development standards which would address historic preservation and rehabilitation.

6.4 POTENTIAL INCOMPATIBILITY OF PROJECTED GROWTH WITH EXISTING LAND USES AND COMMUNITY CHARACTER

One action will be appropriate for mitigating potentially adverse impacts on existing land uses and community character.

9. Develop special station mitigation measures to preserve community character.

This mitigation measure is applicable to the following station areas.

6.4.1 Vermont/Beverly (Alignments 1, 2, 3, 4)

Excessive commercial growth in this station area would be incompatible with the essentially residential character of the area. In these cases, growth restrictions implemented through a Specific Plan coupled with incentives for concentration of growth in the Wilshire Center stations (Wilshire/Vermont, Wilshire/Normandie, Wilshire/Western) could accelerate the development of Wilshire Center as a major Regional Center. A coordinated set of Specific Plans for these stations could serve to preserve, develop and enhance the community character of all the station areas involved.

6.4.2 Pico/San Vicente (Alignment 3)

The station area is unable to accommodate either projected commercial or residential development. Accordingly, special measures will have to be developed as part of a Specific Plan process to divert this growth to other stations.