3.10 GROWTH INDUCING IMPACTS

3.10.1 INTRODUCTION

This discussion provides an evaluation of K Line Northern Extension (KNE) as it relates to growth inducement. It includes descriptions of the federal, state, and local regulatory setting, existing conditions, and the impacts from construction and operation of the proposed alignments and stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. For more detailed information, refer to the KNE Growth Inducing Impacts Technical Report (Appendix 3.10-A).

3.10.2 REGULATORY FRAMEWORK

3.10.2.1 FEDERAL

There are no federal regulations applicable to the project regarding growth inducement.

3.10.2.2 STATE

The following state laws and regulations are relevant to construction and operation of the project:

- California Environmental Quality Act (CEQA) Section 15126.2[e])
- California Department of Transportation (Caltrans) guidance Caltrans Standard Environmental Reference, Guidance for Preparers of Growth-related, Indirect Impact Analyses (Caltrans 2006)
- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728)
- California Government Code Section 65300-65303.4

3.10.2.3 REGIONAL

In September 2020, the Southern California Association of Governments (SCAG) adopted the Connect SoCal – 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), a long-range visioning plan that builds upon and expands land use and transportation strategies (SCAG 2020a). SCAG also prepares a Regional Housing Needs Assessment to determine the specific housing needs of its jurisdictions and plan to accommodate a growing population accordingly.

3.10.2.4 LOCAL

All Metro rail projects must be designed in accordance with the most recent Metro Rail Design Criteria (MRDC).

The City of Los Angeles has a General Plan Framework Element that is intended to guide the city's long-range growth and development. Policy 3.3.1 of the General Plan states: "Accommodate projected population and employment growth, using these as the basis for planning for and implementation of infrastructure improvements and public services" (City of Los Angeles 1995).

The Department of City Planning periodically produces the Growth and Infrastructure Report, which provides detailed information on demographics, development activity, infrastructure, and public facilities in the city.

The Hollywood Community Plan was recently updated and adopted by the Los Angeles City Council in May 2023. It does not seek to promote nor to hinder growth but accepts the likelihood that growth will occur and must be provided for. The preservation of lower-density residential areas is encouraged. The Hollywood Community Plan stipulates relevant guidelines, not limited to requirements for acreage of commercial use per 1,000 residents and limitations to population density based on the adequacy of nearby public transit options, and encourages the preservation and enhancement of well-defined residential neighborhoods in Hollywood.

The West Hollywood General Plan was adopted in September 2011 and provides a future vision that informs and is implemented by the city's various ordinances, specific plans, programs, and ongoing activities (City of West Hollywood 2011).

3.10.3 METHODOLOGY

3.10.3.1 CEQA METHODOLOGY

The purpose of this analysis is to evaluate the project against CEQA thresholds of significance as the basis for determining the level of impacts related to growth inducement. The growth inducement analysis considers population, household, and employment growth that would occur with implementation of the project and whether this growth is within local or regional forecasts or would cause a burden on planned resources. The assessment of the project's growth inducing potential uses the projections in the proposed station areas as a guide to assess whether potential growth associated with the project would be unanticipated.

3.10.3.2 SIGNIFICANCE THRESHOLDS

According to the 2022 CEQA Guidelines, growth inducement alone is not considered an environmental impact, but it may reasonably be anticipated to lead to environmental impacts (Association of Environmental Professionals 2023). Therefore, CEQA requires the analysis of a project's potential to induce growth. Section 15126.2(e) of the state CEQA Guidelines requires that environmental documents "… discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in this definition are projects that would remove obstacles to population growth.

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

In accordance with the 2022 CEQA Guidelines, the project would have a significant impact related to growth inducement if:

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

3.10.4 RESOURCE STUDY AREA

To represent the areas where growth inducement or TOD are most probable for all alignments and stations, and for the design option, two RSAs were defined for each proposed station. The first is a 0.25-mile radius surrounding each station, and the second is a 0.5-mile radius surrounding each station. These 0.25-mile and 0.5-mile buffers reflect the typical average and the typical maximum walking distances for transit riders to access the stations. The MSF has a single 0.5-mile radius RSA because the users and functions of the MSF differ from those of the stations. Figure 3.10-1 through Figure 3.10-3 illustrate the RSAs for the three KNE alignments and stations. Figure 3.10-4 shows the RSA for the MSF.

FIGURE 3.10-1. KNE SAN VICENTE–FAIRFAX ALIGNMENT RESOURCE STUDY AREA

Source: Connect Los Angeles Partners 2024

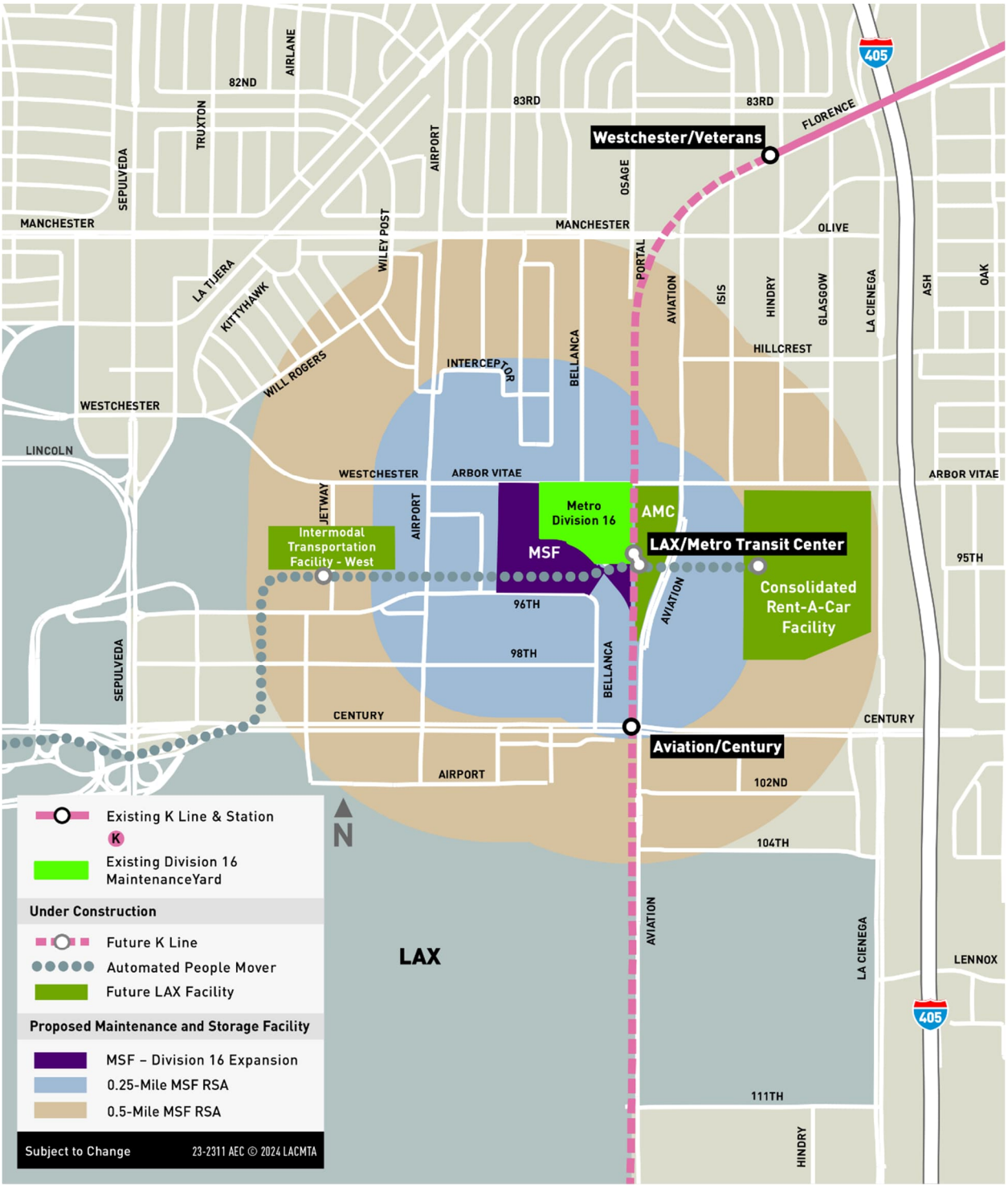
FIGURE 3.10-2. KNE FAIRFAX ALIGNMENT RESOURCE STUDY AREA

Source: Connect Los Angeles Partners 2024

FIGURE 3.10-3. KNE LA BREA ALIGNMENT RESOURCE STUDY AREA

Source: Connect Los Angeles Partners 2024

FIGURE 3.10-4. MAINTENANCE AND STORAGE FACILITY RESOURCE STUDY AREA



Source: Connect Los Angeles Partners 2024

3.10.5 EXISTING SETTING

This existing setting discussion summarizes current conditions related to growth inducement within and near the KNE RSA.

3.10.5.1 REGIONAL SETTING

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

In 2018, 53.7 percent of the total population of the SCAG region resided in Los Angeles County. The Cities of Los Angeles and West Hollywood are located in Los Angeles County. A diverse mix of land uses are located within the two cities, including single-family and multifamily residential neighborhoods, commercial and retail uses, offices, parks and recreational facilities, religious centers, health and medical uses, historical structures, an airport (Los Angeles International Airport), and educational institutions.

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

From 2000 to 2021, the population of Los Angeles County grew from approximately 9.5 million residents to 10 million residents, as shown in Table 3.10-1. This equates to about 5.3 percent growth over the course of two decades, comparable to the 5.6 percent growth in the City of Los Angeles during the same window. The City of West Hollywood, however, experienced population loss between 2000 and 2021, at -0.1 percent. This can likely be attributed to a combination of factors, including zoning restrictions prioritizing single-family housing in the area, high cost of living, and areas approaching their zoned density capacities. Between 2000 and 2018, the median home sales price of existing homes in Los Angeles County increased 149 percent, from $251,400 to $625,000.

TABLE 3.10-1. POPULATION GROWTH

COUNTY/ CITY	POPULATION 2000	% CHANGE	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
Los Angeles County	9,519,338	2.5	9,758,256	2.9	10,040,682	-0.2	10,019,635	16.5	11,669,601
City of Los Angeles	3,694,820	2.1	3,772,486	5.3	3,973,278	-1.8	3,902,440	22.1	4,764,720
City of West Hollywood	35,716	-3.0	34,657	2.4	35,506	0.5	35,678	19.9	42,774

Source: U.S. Census Bureau 2021; SCAG 2020a

Between 2020 and 2021, in the midst of the COVID-19 pandemic, the Los Angeles County and the City of Los Angeles experienced population loss, as did many American metropolitan cities. Similar rates are reflected in the number of households within Los Angeles County and the Cities of Los Angeles and West Hollywood, as shown in Table 3.10-2. In comparison, the state of California had a total population of approximately 36.6 million in 2010, 39.3 million in 2020, and 39.5 million in 2021 (U.S. Census Bureau, 2021). This equates to 7.4 percent growth between 2010 and 2020, and 0.3 percent growth between 2020 and 2021.

TABLE 3.10-2. HOUSEHOLD GROWTH

COUNTY/CITY	HOUSEHOLDS 2010	% CHANGE	HOUSEHOLDS 2020	% CHANGE	HOUSEHOLDS 2021	% CHANGE	HOUSEHOLDS 2045
Los Angeles County	3,217,889	3.6	3,332,504	0.3	3,342,811	23.2	4,117,087
City of Los Angeles	1,314,198	6.7	1,402,522	-1.3	1,384,851	29.3	1,790,355
City of West Hollywood	22,833	0.1	22,845	0.6	22,984	31.5	30,216

Source: U.S. Census Bureau 2021; SCAG 2020a

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

Population in Los Angeles County is predicted to reach nearly 11.7 million in 2045, as shown in Table 3.10-1, a 16.5 percent increase from 2021. The Cities of Los Angeles and West Hollywood are predicted to grow at even higher rates: 22.1 percent and 19.9 percent, respectively. Approximately 4.8 million people are projected to live within the boundaries of the City of Los Angeles in 2045.

Households will see even higher growth rates, as shown in Table 3.10-2. Annual household growth is expected to outpace both population and employment growth as a result of the Millennial generation's growing household formation and an anticipation of more housing construction. Household sizes, however, are expected to decrease from an average of 3.10 residents in 2016 to 2.90 in 2045 (SCAG 2020b).

Employment within the area, with the exception of West Hollywood, has grown at a much faster pace than population or households (Table 3.10-3).

TABLE 3.10-3. EMPLOYMENT GROWTH

COUNTY/CITY	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
Los Angeles County	4,237,721	13.8	4,823,739	11.5	5,379,173
City of Los Angeles	1,697,862	11.1	1,886,176	13.3	2,136,422
City of West Hollywood	28,603	-12.0	25,161	52.7	38,417

Source: SCAG 2020a

Despite the aging of the population, stable growth in employment is expected in the long term. Table 3.10-3 details forecasted growth in employment from 2012 to 2045. As shown in the table, the City of West Hollywood is expected to see an increase in jobs by roughly 50 percent from 2019, a reversal of the 12 percent decrease in employment from 2012 to 2019. Employment growth in Los Angeles County and the City of Los Angeles, however, is forecasted to approximately follow the historical growth rate. The large percentage change in the number of jobs in the City of West Hollywood is due to the relatively lower level of existing employment. The City of Los Angeles and Los Angeles County are expected to see about 250,000 and 555,000 new jobs, respectively, between 2019 and 2045, but have comparatively larger existing employment bases, while the City of West Hollywood will add about 13,000 new jobs in that timespan (SCAG 2020a). However, the loss or gain of a few thousand jobs is more impactful to the overall employment in the City of West Hollywood.

3.10.5.1.1 ALIGNMENTS AND STATIONS

3.10.5.1.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

A summary of existing population, households, and employment within 0.25 and 0.5 mile of the proposed stations for the KNE San Vicente–Fairfax Alignment is provided in Table 3.10-4 through Table 3.10-9. Existing growth conditions for each station RSA are described in the subsections following the tables.

TABLE 3.10-4. POPULATION WITHIN 0.5 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/Fairfax Station	9,979	4.9	10,465	-1.4	10,315	62.1	16,717
Fairfax/3rd Station	10,110	3.4	10,458	-0.5	10,410	42.1	14,788
La Cienega/Beverly Station	8,486	1.6	8,621	-5.2	8,173	54.5	12,625
San Vicente/Santa Monica Station	11,079	-1.5	10,912	2.0	11,129	23.8	13,775
Fairfax/Santa Monica Station	14,740	6.5	15,691	-0.7	15,575	20.5	18,765
La Brea/Santa Monica Station	13,091	-5.2	12,404	0.5	12,467	15.1	14,348
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860
Alignment Totals[1]	**108,521**	**-0.1**	**108,374**	**-1.7**	**106,546**	**36.9**	**145,812**

Source: U.S. Census Bureau 2021; SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-1, the KNE San Vicente–Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-5. POPULATION WITHIN 0.25 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/Fairfax Station	2,210	10.4	2,439	-1.6	2,399	60.9	3,859
Fairfax/3rd Station	1,959	11.9	2,193	0.9	2,212	44.6	3,199
La Cienega/Beverly Station	2,026	3.1	2,088	-5.7	1,969	38.2	2,721
San Vicente/Santa Monica Station	2,876	-1.3	2,839	1.4	2,879	22.6	3,529
Fairfax/Santa Monica Station	4,369	4.2	4,553	1.2	4,608	24.8	5,752
La Brea/Santa Monica Station	3,166	-7.1	2,940	4.8	3,081	6.1	3,270
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011
Totals	**29,532**	**0.3**	**29,633**	**-1.4**	**29,221**	**38.2**	**40,392**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-6. HOUSEHOLDS WITHIN 0.5 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/Fairfax Station	5,284	-4.3	5,055	1.3	5,121	68.1	8,610
Fairfax/3rd Station	5,268	-3.7	5,072	0.0	5,074	52.4	7,735
La Cienega/Beverly Station	4,780	1.5	4,851	-4.0	4,657	55.6	7,244
San Vicente/Santa Monica Station	7,494	-5.2	7,101	1.1	7,178	38.2	9,918
Fairfax/Santa Monica Station	9,086	6.2	9,646	-1.4	9,507	29.3	12,288
La Brea/Santa Monica Station	7,309	-2.4	7,133	0.1	7,142	15.0	8,216
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574
Totals[1]	**56,955**	**1.3**	**57,696**	**-1.5**	**56,836**	**38.2%**	**78,575**

Source: U.S. Census Bureau 2021; SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-1, the KNE San Vicente–Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-7. HOUSEHOLDS WITHIN 0.25 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/Fairfax Station	1,234	-0.2	1,232	1.4	1,249	63.5	2,042
Fairfax/3rd Station	1,054	0.2	1,056	-1.0	1,045	63.3	1,707
La Cienega/Beverly Station	1,092	4.0	1,136	-4.9	1,080	35.2	1,460
San Vicente/Santa Monica Station	1,981	-6.0	1,863	1.0	1,881	41.2	2,656
Fairfax/Santa Monica Station	2,703	6.8	2,887	-0.5	2,874	34.9	3,876
La Brea/Santa Monica Station	1,730	3.2	1,785	2.7	1,834	9.2	2,003
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171
Totals	**15,696**	**2.8**	**16,131**	**-1.4**	**15,903**	**39.8**	**22,230**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-8. EMPLOYMENT WITHIN 0.5 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/Fairfax Station	14,590	6.1	15,474	6.2	16,441
Fairfax/3rd Station	15,168	-2.8	14,742	6.5	15,696
La Cienega/Beverly Station	17,080	80.9	30,895	6.1	32,771
San Vicente/Santa Monica Station	14,185	-5.9	13,343	46.2	19,510
Fairfax/Santa Monica Station	5,492	-22.9	4,235	49.5	6,331
La Brea/Santa Monica Station	8,861	12.9	10,004	42.6	14,269
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747
Totals[1]	**94,606**	**17.1**	**110,813**	**16.6**	**129,261**

Source: SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-1, the KNE San Vicente–Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-9. EMPLOYMENT WITHIN 0.25 MILE OF PROPOSED STATIONS: KNE SAN VICENTE–FAIRFAX ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE SAN VICENTE–FAIRFAX ALIGNMENT					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/Fairfax Station	2,908	18.0	3,431	8.9	3,736
Fairfax/3rd Station	4,611	-8.9	4,199	8.7	4,563
La Cienega/Beverly Station	6,129	123.0	13,668	3.1	14,095
San Vicente/Santa Monica Station	4,176	-8.0	3,844	35.9	5,225
Fairfax/Santa Monica Station	1,764	-18.3	1,442	49.7	2,158
La Brea/Santa Monica Station	2,804	15.9	3,250	31.8	4,282
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
Hollywood Bowl Design Option	203	29.6	263	38.0	363
Totals	**31,132**	**32.4**	**41,209**	**12.0**	**46,154**

Source: SCAG 2020a

CRENSHAW/ADAMS STATION

Despite a decline in population between 2010 and 2021, population is expected to increase about 60 percent from 2021 to 2045 in both the 0.25- and 0.5-mile RSAs surrounding the proposed Crenshaw/Adams Station. In 2045, almost 18,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 4,600 of the 18,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 7,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 2,000 households will reside within 0.25 mile of the station. Sites along Adams Boulevard and Crenshaw Boulevard are primarily designated as Neighborhood Commercial with a higher intensity of Community Commercial land use at the intersection and the proposed station location, explaining the population and household differences between the 0.25- and 0.5-mile RSAs.

Employment fell 15 percent and seven percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. However, employment is expected to grow from around 2,100 jobs in 2019 to 2,500 jobs in 2045, suggesting small but steady increases.

MIDTOWN CROSSING STATION

Despite a decline in population between 2010 and 2021, population is expected to increase about 65 percent and 49 percent from 2021 to 2045 in the 0.25- and 0.5-mile RSAs surrounding the proposed Midtown Crossing Station, respectively. The 0.5-mile population was slightly under 11,000 people as of 2021. In 2045, over 17,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 4,000 of the 16,000 will reside within 0.25 mile of the station, although the 0.25-mile RSA expects to see larger increases in growth by percentage.

The number of households is expected to increase at similar rates with almost 6,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 1,600 households will reside within 0.25 mile of the station. The Midtown Crossing Station is located between two commercial shopping centers, the Midtown Shopping Center and the Midtown Crossing Shopping Center, and is surrounded by low- to medium-density residential neighborhoods.

Employment fell slightly in the 0.5-mile RSA between 2012 and 2019 but grew by almost nine percent in the 0.25-mile RSA. Employment is expected to grow from around 3,200 jobs in 2019 to 3,900 jobs in 2045, suggesting small but steady increases over time.

The Midtown Crossing Station 0.5-mile RSA has pedestrian and cyclist obstacles due to long blocks, narrow sidewalks, swiftly moving cars, street inclines, property grading, and blank or empty street edges. The topography slopes up toward the southeast with a moderate grade change, creating challenges for pedestrians and cyclists. This has potential to become a larger challenge as population increases.

WILSHIRE/FAIRFAX STATION

The Miracle Mile neighborhood includes major commercial throughfares such as Wilshire Boulevard and Fairfax Avenue. Museum Row on Wilshire Boulevard is a popular destination and major activity center that includes the Los Angeles County Museum of Art, the Academy Museum of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits and Museum. The proposed station is adjacent to Johnie's Coffee Shop, a site designated as a Historic-Cultural Monument by the Los Angeles Conservancy. Additionally, within the 0.5-mile station RSA, there are two Historic Preservation Overlay Zones: Carthay Circle and Miracle Mile.

Outside of a small decline (<2 percent) in population between 2020 and 2021, likely associated with the COVID-19 pandemic, the population in both the 0.25- and 0.5-mile RSAs surrounding the Wilshire/Fairfax Station has experienced positive (albeit small) overall growth since 2010. The population is expected to grow more than 60 percent in both RSAs between 2021 and 2045. In 2045, almost 17,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 4,000 of the 17,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 8,600 households in 2045 within the 0.5-mile RSA surrounding the station. About 2,000 households will reside within 0.25 mile of the station. The Wilshire/Fairfax Station 0.5-mile RSA primarily consists of residential land uses.

Employment grew 18 percent and six percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. Continued growth in employment is predicted, from around 15,500 jobs in 2019 to 16,400 jobs in 2045 within the 0.5-mile RSA, suggesting small but steady increases.

FAIRFAX/3RD STATION

The population in both the 0.25- and 0.5-mile RSAs surrounding the Fairfax/3rd Station has experienced positive (albeit small) overall growth since 2010. In 2045, almost 15,000 people are expected to reside within the 0.5-mile RSA surrounding the station, up from 10,400 in 2021. However, only around 3,000 of the 15,000 will reside within 0.25 mile of the station.

The number of households is expected to increase as well, with almost 8,000 households in 2045 within the 0.5-mile RSA surrounding the station, up considerably from 5,000 in 2021. About 1,700 households will reside within 0.25 mile of the station in 2045. A third of the land use surrounding the 0.5-mile radius of Fairfax Avenue and 3rd Street consists of low-density housing. Per the Wilshire Community Plan (City of Los Angeles 2016), the general surrounding area is primarily medium-density housing.

Employment fell nine percent and three percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. However, employment is expected to grow from around 14,700 jobs in 2019 to 15,700 jobs in 2045, suggesting small but steady increases. According to the TVC2050 Project Initial Study (Television City Studios 2022), CBS Television City, about 0.25 mile north of the proposed station, is projected to employ approximately 7,000 employees by 2043 and would serve as a major activity center. The Original Farmers Market and the Grove Shopping Center are also major destinations within the Fairfax/3rd Station 0.5-mile RSA that combined draw approximately 20 million annual visitors.

LA CIENEGA/BEVERLY STATION

The proposed La Cienega/Beverly Station would provide access to Cedars-Sinai Medical Center, one of the largest employers in Los Angeles County, and to supporting medical offices and facilities. Annually, the regional medical center sees 800,000 outpatient visits, 90,000 emergency visits, and has 14,000 full-time staff (Cedars-Sinai 2018). The proposed station would also provide access to regional shopping centers, the Beverly Center, and Beverly Connection. The retail destinations along Beverly Boulevard and 3rd Street create a regional retail center.

Outside of a roughly five percent decline in population between 2020 and 2021, likely associated with the COVID-19 pandemic, the population in both the 0.25- and 0.5-mile RSAs surrounding the proposed La Cienega/Beverly Station has experienced positive (albeit small) overall growth since 2010. The population is expected to grow approximately 40 percent and 50 percent in the 0.25- and 0.5-mile RSAs, respectively, between 2021 and 2045. In 2045, more than 12,600 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 2,700 of the 12,600 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 7,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 1,500 households will reside within 0.25 mile of the station.

Employment grew substantially between 2012 and 2019, seeing growth rates at roughly 120 percent and 80 percent in the 0.25- and 0.5-mile RSAs, respectively. This growth is predicted to largely taper off, with only six percent in total growth from 2019 to 2045 in the 0.5-mile RSA. In 2019, the number of jobs was almost 31,000, and in 2045 this number is predicted to reach nearly 33,000.

Although the proposed La Cienega/Beverly Station is located within the City of Los Angeles, the station 0.5-mile RSA falls within both the City of Los Angeles and the City of West Hollywood, northwest of the station RSA. The northwest quadrant of the station RSA is characterized by single-family residential neighborhoods in the City of West Hollywood (City of West Hollywood General Plan 2011). Planned projects include a combination of medium-density mixed-use developments along with residential, commercial, and a hospital development.

SAN VICENTE/SANTA MONICA STATION

The San Vicente/Santa Monica Station RSAs are located in the City of West Hollywood and contain major destinations, including the West Hollywood Rainbow District along Santa Monica Boulevard, the Melrose Avenue commercial corridor to the south, the Sunset Strip to the north, and the Pacific Design Center. The proposed station is surrounded by dense residential uses and would also provide access to public facilities, including West Hollywood Park and West Hollywood Library.

Following a small overall decline in population between 2010 and 2020, the population in both the 0.25- and 0.5-mile RSAs surrounding the San Vicente/Santa Monica Station grew marginally between 2020 and 2021, contradicting the pandemic trends of declining populations in nearby areas. Population is predicted to increase further from 2021 to 2045, at about 23 percent in both the 0.25- and 0.5-mile RSAs. In 2045,

almost 14,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 3,500 of the 14,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at even higher rates, approximately 40 percent growth between 2021 and 2045 with almost 10,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 2,700 households will reside within 0.25 mile of the station.

Employment fell eight percent and six percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. However, employment in the 0.5-mile RSA is expected to grow from around 13,000 jobs in 2019 to 19,500 jobs in 2045, suggesting steady increases over time.

FAIRFAX/SANTA MONICA STATION

The population in both the 0.25- and 0.5-mile RSAs surrounding the proposed Fairfax/Santa Monica Station has experienced positive (albeit small) overall growth since 2010. In 2045, almost 19,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 6,000 of the 19,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at even higher rates with over 12,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 4,000 households will reside within 0.25 mile of the station.

Employment fell substantially at 18 percent and 23 percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. However, employment is expected to grow from around 4,000 jobs in 2019 to 6,000 jobs in 2045 within the 0.5-mile RSA, suggesting steady increases over time. The proposed station RSAs serve mostly residential uses, with neighborhood-oriented commercial and retail along Santa Monica Boulevard and Fairfax Avenue and the Melrose Avenue retail corridor to the south.

LA BREA/SANTA MONICA STATION

The proposed La Brea/Santa Monica Station RSAs capture a variety of residential, commercial, and industrial uses. Notable community features within the station 0.5-mile RSA include the West Hollywood Gateway shopping center, Plummer Park, Poinsettia Recreation Center, the Sycamore District, the American Academy of Dramatic Arts, elementary schools, and synagogues.

Following an overall decline in population between 2010 and 2020, the population in both the 0.25- and 0.5-mile RSAs surrounding the proposed La Brea/Santa Monica Station grew marginally between 2020 and 2021, contradicting the pandemic trends of nearby areas. Population is predicted to increase further from 2021 to 2045, by about six percent and 15 percent in the 0.25- and 0.5-mile RSAs, respectively. In 2045, over 14,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 3,000 of the 14,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 8,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 2,000 households will reside within 0.25 mile of the station.

Employment increased by 16 percent and 13 percent in the 0.25- and 0.5-mile RSAs, respectively, between 2012 and 2019. Continued growth in employment is predicted from around 10,000 jobs in 2019 to over 14,000 jobs in 2045 within the 0.5-mile RSA.

HOLLYWOOD/HIGHLAND STATION

The proposed Hollywood/Highland Station is located within an iconic tourist district and is surrounded by dense residential neighborhoods. The intersection of Hollywood Boulevard and Highland Avenue includes major destinations such as the Dolby Theatre, the TCL Chinese Theatre, the Hollywood Museum, the El Capitan Theatre, and the Hollywood Walk of Fame. Also within the station RSAs are Hollywood High School, religious centers, and historic structures such as the Hollywood Roosevelt Hotel. High-density residential uses occur throughout the majority of the 0.5-mile station RSA.

Despite a decline in population between 2010 and 2021, population is expected to increase about 26 percent and 38 percent from 2021 to 2045 in the 0.25- and 0.5-mile RSAs surrounding the Hollywood/Highland Station, respectively. In 2045, about 19,600 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 4,600 of the 19,600 people will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 11,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 2,700 households will reside within 0.25 mile of the station.

Employment grew substantially between 2012 and 2019, seeing growth rates at roughly 48 percent and 31 percent in the 0.25- and 0.5-mile RSAs, respectively. This growth is predicted to largely taper off, with only three percent total growth from 2019 to 2045 in the 0.5-mile RSA. In 2019, the number of jobs was almost 20,400, and in 2045 this number is predicted to reach nearly 21,000.

3.10.5.1.1.2 KNE FAIRFAX ALIGNMENT

A summary of existing population, households, and employment within 0.25 and 0.5 mile of the proposed stations for the KNE Fairfax Alignment is provided in Table 3.10-10 through Table 3.10-15.

TABLE 3.10-10. POPULATION WITHIN 0.5 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/Fairfax Station	9,979	4.9	10,465	-1.4	10,315	62.1	16,717
Fairfax/3rd Station	10,110	3.4	10,458	-0.5	10,410	42.1	14,788
Fairfax/Santa Monica Station	14,740	6.5	15,691	-0.7	15,575	20.5	18,765
La Brea/Santa Monica Station	13,091	-5.2	12,404	0.5	12,467	15.1	14,348
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860
Totals[1]	**90,258**	**-0.2**	**90,118**	**-1.8**	**88,483**	**36.9**	**121,136**

Source: U.S. Census Bureau 2021; SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-2, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-11. POPULATION WITHIN 0.25 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/Fairfax Station	2,210	10.4	2,439	-1.6	2,399	60.9	3,859
Fairfax/3rd Station	1,959	11.9	2,193	0.9	2,212	44.6	3,199
Fairfax/Santa Monica Station	4,369	4.2	4,553	1.2	4,608	24.8	5,752
La Brea/Santa Monica Station	3,166	-7.1	2,940	4.8	3,081	6.1	3,270
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011
Totals	**24,630**	**0.3**	**24,706**	**-1.3**	**24,373**	**40.1**	**34,142**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-12. HOUSEHOLDS WITHIN 0.5 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/Fairfax Station	5,284	-4.3	5,055	1.3	5,121	68.1	8,610
Fairfax/3rd Station	5,268	-3.7	5,072	0.0	5,074	52.4	7,735
Fairfax/Santa Monica Station	9,086	6.2	9,646	-1.4	9,507	29.3	12,288
La Brea/Santa Monica Station	7,309	-2.4	7,133	0.1	7,142	15.0	8,216
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574
Totals[1]	**45,466**	**2.2**	**46,488**	**-1.6**	**45,735**	**36.6**	**62,472**

Source: U.S. Census Bureau 2021; SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-2, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-13. HOUSEHOLDS WITHIN 0.25 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE FAIRFAX ALIGNMENT							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/Fairfax Station	1,234	-0.2	1,232	1.4	1,249	63.5	2,042
Fairfax/3rd Station	1,054	0.2	1,056	-1.0	1,045	63.3	1,707
Fairfax/Santa Monica Station	2,703	6.8	2,887	-0.5	2,874	34.9	3,876
La Brea/Santa Monica Station	1,730	3.2	1,785	2.7	1,834	9.2	2,003
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171
Totals	**12,623**	**4.0**	**13,132**	**-1.4**	**12,942**	**40.0**	**18,114**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-14. EMPLOYMENT WITHIN 0.5 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE FAIRFAX ALIGNMENT					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/Fairfax Station	14,590	6.1	15,474	6.2	16,441
Fairfax/3rd Station	15,168	-2.8	14,742	6.5	15,696
Fairfax/Santa Monica Station	5,492	-22.9	4,235	49.5	6,331
La Brea/Santa Monica Station	8,861	12.9	10,004	42.6	14,269
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747
Totals[1]	**64,708**	**5.5**	**68,277**	**15.3**	**78,727**

Source: SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-2, the KNE Fairfax Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-15. EMPLOYMENT WITHIN 0.25 MILE OF STATIONS: KNE FAIRFAX ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE FAIRFAX ALIGNMENT					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/Fairfax Station	2,908	18.0	3,431	8.9	3,736
Fairfax/3rd Station	4,611	-8.9	4,199	8.7	4,563
Fairfax/Santa Monica Station	1,764	-18.3	1,442	49.7	2,158
La Brea/Santa Monica Station	2,804	15.9	3,250	31.8	4,282
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
Hollywood Bowl Design Option	203	29.6	263	38.0	363
Totals	**20,827**	**13.8**	**23,697**	**13.2**	**26,834**

Source: SCAG 2020a

The KNE Fairfax Alignment has the same stations as the KNE San Vicente–Fairfax Alignment (Crenshaw/Adams, Midtown Crossing, Wilshire/Fairfax, Fairfax/3rd, Fairfax/Santa Monica, La Brea/Santa Monica, and Hollywood/Highland Stations), except it does not include the La Cienega/Beverly or the San Vicente/Santa Monica Stations. The existing population, household, and employment growth conditions in the 0.25- and 0.5-mile RSAs of each shared station are the same.

3.10.5.1.1.3 KNE LA BREA ALIGNMENT

A summary of existing population, households, and employment within 0.25 and 0.5 mile of the proposed stations for the KNE La Brea Alignment is provided in Table 3.10-16 through Table 3.10-21. Existing growth conditions for each station's RSAs are described in the following subsections.

TABLE 3.10-16. POPULATION WITHIN 0.5 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE LA BREA ALIGNMENT							
Expo/Crenshaw (Existing)	8,878	0.7	8,940	-3.3	8,643	40.5	12,142
Crenshaw/Adams Station	11,698	-4.4	11,183	-2.0	10,955	60.5	17,579
Midtown Crossing Station	11,708	-5.8	11,029	-1.7	10,846	49.2	16,177
Wilshire/La Brea Station	12,263	3.6	12,709	-2.7	12,361	53.3	18,951
La Brea/Beverly Station	7,978	-8.5	7,298	0.3	7,323	34.8	9,870
La Brea/Santa Monica Station	14,130	-3.9	13,581	0.1	13,590	17.0	15,902
Hollywood/Highland Station	14,945	-0.1	14,924	-4.8	14,207	37.9	19,596
Hollywood Bowl Design Option	6,441	-1.0	6,374	-6.2	5,977	65.0	9,860
Totals[1]	**80,162**	**-2.3**	**78,287**	**-2.1**	**76,609**	**41.6**	**108,505**

Source: U.S. Census Bureau 2021; SCAG 2020a
[1] Due to overlapping station RSAs, as shown in Figure 3.10-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-17. POPULATION WITHIN 0.25 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	POPULATION 2010	% CHANGE	POPULATION 2020	% CHANGE	POPULATION 2021	% CHANGE	POPULATION 2045
KNE LA BREA ALIGNMENT							
Expo/Crenshaw (Existing)	1,973	4.8	2,067	-4.6	1,972	37.1	2,704
Crenshaw/Adams Station	3,115	-7.5	2,880	-0.6	2,863	61.5	4,625
Midtown Crossing Station	2,696	-4.2	2,584	-3.2	2,501	65.3	4,133
Wilshire/La Brea Station	3,141	2.2	3,211	0.7	3,233	96.9	6,366
La Brea/Beverly Station	1,961	-8.8	1,788	1.0	1,805	68.9	3,048
La Brea/Santa Monica Station	3,476	-5.3	3,292	4.1	3,427	8.5	3,718
Hollywood/Highland Station	3,985	-2.4	3,891	-6.4	3,642	26.0	4,589
Hollywood Bowl Design Option	1,157	0.2	1,159	-5.5	1,095	83.7	2,011
Totals	**21,504**	**-2.9**	**20,872**	**-1.6**	**20,538**	**51.9**	**31,194**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-18. HOUSEHOLDS WITHIN 0.5 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE LA BREA ALIGNMENT							
Expo/Crenshaw (Existing)	3,546	3.7	3,676	-2.3	3,593	49.0	5,354
Crenshaw/Adams Station	4,122	7.3	4,422	-1.9	4,340	63.1	7,077
Midtown Crossing Station	4,092	4.3	4,270	-4.2	4,092	46.1	5,977
Wilshire/La Brea Station	6,408	2.3	6,557	0.9	6,615	48.6	9,833
La Brea/Beverly Station	3,205	-2.8	3,114	-2.2	3,046	36.4	4,154
La Brea/Santa Monica Station	8,061	-2.4	7,867	-0.2	7,849	17.6	9,232
Hollywood/Highland Station	8,956	3.9	9,307	-3.6	8,972	26.4	11,337
Hollywood Bowl Design Option	3,685	1.6	3,744	-2.4	3,656	52.5	5,574
Totals[1]	**37,884**	**2.1**	**38,694**	**-1.7**	**38,024**	**38.0**	**52,477**

Source: U.S. Census Bureau 2021; SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-19. HOUSEHOLDS WITHIN 0.25 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	HOUSEHOLD 2010	% CHANGE	HOUSEHOLD 2020	% CHANGE	HOUSEHOLD 2021	% CHANGE	HOUSEHOLD 2045
KNE LA BREA ALIGNMENT							
Expo/Crenshaw (Existing)	804	6.0	852	-3.6	821	47.7	1,213
Crenshaw/Adams Station	1,074	7.1	1,150	-1.8	1,129	67.1	1,886
Midtown Crossing Station	965	6.4	1,027	-5.0	976	60.5	1,566
Wilshire/La Brea Station	1,892	-1.7	1,860	1.0	1,879	85.7	3,489
La Brea/Beverly Station	737	-2.3	720	-2.4	703	87.6	1,319
La Brea/Santa Monica Station	1,981	2.3	2,026	2.4	2,074	11.0	2,303
Hollywood/Highland Station	2,425	3.9	2,520	-4.3	2,411	9.9	2,650
Hollywood Bowl Design Option	634	-1.7	623	-3.2	603	94.2	1,171
Totals	**10,512**	**2.5**	**10,778**	**-1.7**	**10,596**	**47.2**	**15,597**

Source: U.S. Census Bureau 2021; SCAG 2020a

TABLE 3.10-20. EMPLOYMENT WITHIN 0.5 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE LA BREA ALIGNMENT					
Expo/Crenshaw (Existing)	3,463	-20.8	2,743	26.4	3,467
Crenshaw/Adams Station	2,268	-6.9	2,112	19.6	2,526
Midtown Crossing Station	3,287	-2.1	3,219	21.1	3,897
Wilshire/La Brea Station	8,229	14.4	9,417	9.4	10,298
La Brea/Beverly Station	5,658	-8.1	5,200	14.5	5,954
La Brea/Santa Monica Station	8,857	16.2	10,292	42.7	14,686
Hollywood/Highland Station	15,608	30.5	20,373	3.0	20,984
Hollywood Bowl Design Option	1,293	15.1	1,488	17.4	1,747
Totals[1]	**45,541**	**12.8**	**51,355**	**16.3**	**59,751**

Source: SCAG 2020a

[1] Due to overlapping station RSAs, as shown in Figure 3.10-3, the KNE La Brea Alignment corridor totals are less than the summation of all the station RSAs combined as the corridor total does not account for redundancy in data.

TABLE 3.10-21. EMPLOYMENT WITHIN 0.25 MILE OF STATIONS: KNE LA BREA ALIGNMENT

ALIGNMENT/STATION	EMPLOYMENT 2012	% CHANGE	EMPLOYMENT 2019	% CHANGE	EMPLOYMENT 2045
KNE LA BREA ALIGNMENT					
Expo/Crenshaw (Existing)	960	-25.7	713	27.2	907
Crenshaw/Adams Station	729	-15.1	619	16.6	722
Midtown Crossing Station	875	8.7	951	20.7	1,148
Wilshire/La Brea Station	2,774	-3.0	2,692	12.3	3,024
La Brea/Beverly Station	1,266	-3.6	1,220	14.3	1,395
La Brea/Santa Monica Station	2,821	18.8	3,352	40.2	4,698
Hollywood/Highland Station	5,973	47.8	8,829	1.4	8,955
Hollywood Bowl Design Option	203	29.6	263	38.0	363
Totals	**15,601**	**19.5**	**18,639**	**13.8**	**21,212**

Source: SCAG 2020a

Existing growth conditions for the Crenshaw/Adams, Midtown Crossing, La Brea/Santa Monica, and Hollywood/Highland Stations for the KNE La Brea Alignment are the same as the KNE San Vicente–Fairfax Alignment. The existing growth conditions for the Wilshire/La Brea and La Brea/Beverly Stations are provided below.

WILSHIRE/LA BREA STATION

The proposed Wilshire/La Brea Station is located at the intersection of two prominent commercial corridors and surrounded by neighborhoods of low- and medium-density housing. Land uses within the 0.5-mile station RSA include single- and multifamily residential, retail, offices, and other general commercial uses. A large number of residential properties within the station RSAs contribute to locally recognized historic districts. High-density residential land uses are concentrated in the multifamily neighborhoods northwest of the intersection of Wilshire Boulevard and La Brea Avenue and along the Wilshire Boulevard corridor.

Outside of a small decline in the population of the 0.5-mile RSA between 2020 and 2021 (likely associated with the COVID-19 pandemic), the population in both the 0.25- and 0.5-mile RSAs surrounding the Wilshire/La Brea Station have experienced positive (albeit small) overall growth since 2010. The population is expected to grow substantially faster, at approximately 97 percent and 53 percent in the 0.25- and 0.5-mile RSAs, respectively, between 2021 and 2045. In 2045, almost 19,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 6,400 of the 19,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with almost 10,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 3,500 households will reside within 0.25 mile of the station.

Employment grew about 14 percent between 2012 and 2019 in the 0.5-mile RSA but fell about three percent in the 0.25-mile RSA. However, while about nine percent employment growth is predicted for the 0.5-mile RSA from 2019 to 2045, about 12 percent growth is predicted for the 0.25-mile RSA. In 2019, the number of jobs in the 0.5-mile RSA was about 9,400, and in 2045 this number is predicted to reach nearly 10,300.

LA BREA/BEVERLY STATION

The proposed La Brea/Beverly Station is located at the intersection of two low-intensity commercial corridors and surrounded by neighborhoods of primarily low-density housing. A majority of residential properties within the station RSAs contribute to locally recognized historic districts. The potential exists for more residents in close proximity to the proposed station as parcels within the RSAs allow high-density residential builds.

Following an overall decline in population between 2010 and 2020, the population in both the 0.25- and 0.5-mile RSAs surrounding the La Brea/Beverly Station grew marginally between 2020 and 2021, contradicting the pandemic trends of nearby areas. Population is predicted to increase further from 2021 to 2045, at about 69 percent and 35 percent in the 0.25- and 0.5-mile RSAs, respectively. In 2045, almost

10,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 3,000 of the 10,000 will reside within 0.25 mile of the station.

The number of households is expected to increase at similar rates with over 4,000 households in 2045 within the 0.5-mile RSA surrounding the station. About 1,300 households will reside within 0.25 mile of the station.

Employment fell about four percent and eight percent between 2012 and 2019 in the 0.25- and 0.5-mile RSAs, respectively. However, employment is expected to grow about 14 percent from 2019 to 2045 in both RSAs. In 2019, the number of jobs in the 0.5-mile RSA was 5,200, and in 2045 this number is predicted to reach nearly 6,000.

3.10.5.1.2 HOLLYWOOD BOWL DESIGN OPTION

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

Between 2010 and 2020, the population within the Hollywood Bowl Design Option RSAs remained somewhat stagnant. However, between 2020 and 2021, during the COVID-19 pandemic, the population in both the 0.25- and 0.5-mile RSAs surrounding the proposed station fell by about six percent. The population is expected to grow substantially faster, at approximately 84 percent and 65 percent in the 0.25- and 0.5-mile RSAs, respectively, between 2021 and 2045. In 2045, almost 10,000 people are expected to reside within the 0.5-mile RSA surrounding the station. However, only around 2,000 of the 10,000 will reside within the 0.25-mile RSA of the proposed station.

The number of households is expected to increase at similar rates with almost 5,600 households in 2045 within the 0.5-mile RSA surrounding the station. About 1,200 households will reside within 0.25 mile of the station.

Employment grew about 30 percent and 15 percent between 2012 and 2019 in the 0.25- and 0.5-mile RSAs, respectively. This growth in employment is expected to continue at about 38 percent and 17 percent from 2019 to 2045 in the 0.25- and 0.5-mile RSAs, respectively. In 2019, the number of jobs in the 0.5-mile RSA was about 1,500, and in 2045 this number is predicted to reach above 1,700.

3.10.5.1.3 MAINTENANCE AND STORAGE FACILITY

KNE would expand the existing Metro Division 16 yard to be capable of supporting full-service maintenance of the project equipment and vehicles. Capturing the impacts of typical walking distance was less important for the facility, relative to the proposed stations, since it would not be open to the public or pedestrians. The MSF is bounded by Arbor Vitae Street, 96th Street, Portal Avenue, and Airport Boulevard adjacent to the existing Metro Division 16 yard that services operations from the K Line. As shown in Table 3.10-22, the existing setting within 0.5 mile of the MSF includes a population of approximately 3,500, about 2,900 of whom are employed, and 1,400 households.

TABLE 3.10-22. POPULATION, HOUSEHOLDS, AND EMPLOYMENT WITHIN 0.5 MILE OF MSF

MAINTENANCE AND STORAGE FACILITY	POPULATION TOTAL	HOUSEHOLD TOTAL	EMPLOYMENT TOTAL
MSF	3,511	1,428	2,908

Source: U.S. Census Bureau 2021
MSF = Maintenance and Storage Facility

3.10.6 PROJECT MEASURES

Project measures are design features, best management practices (BMPs), or other commitments that Metro would implement as part of all proposed alignments and stations, the design option, and the MSF to reduce or avoid environmental effects associated with project construction and operation. Project measures are not the same as mitigation measures, which are used to reduce an environmental impact's significance level. Where applicable, project measures are also discussed in Section 3.10.7 as part of the evaluation of environmental impacts.

3.10.6.1 PM TRA-1: OPERATIONAL BEST MANAGEMENT PRACTICES

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

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act standards.
- Metro shall engage in first/last mile planning with local jurisdictions to improve the safety of station access for pedestrians and bicyclists. Examples of first/last mile improvements could include:
  - Signal timing for pedestrians and cyclists
  - Bike facilities and bike parking
  - Wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks
  - New or improved bus shelters and digital information signs
- Operation of the project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- Stations shall be designed in accordance with the MRDC, including fire/life safety design criteria, to ensure safety and to minimize potential hazards at all locations.
- The project shall be operated per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, the California Public Utilities Commission, and Metro safety and security programs and standards (i.e., MRDC, Metro Systemwide Station Design Standards Policy, and Metro Transit Service Policy).
- Any station curbside passenger pick-up/drop-off areas shall be designed according to applicable state, Metro, and city design criteria and standards.

- Driveway access to the MSF shall be designed according to applicable state, Metro, and city design criteria and standards.

3.10.6.2 PM TRA-2: CONSTRUCTION BEST MANAGEMENT PRACTICES

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

- Cooperation with the corridor cities and Caltrans shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the alignments and stations, the design option, and the MSF shall be maintained during construction.
- Construction activities shall comply with OSHA, California OSHA, and Metro safety and security programs.
- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.
- Metro shall prepare a Traffic Management Plan (TMP) in coordination with Caltrans, cities, and local fire and police departments prior to initiating construction activities that include the following:
  - Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions.
  - Detour plans shall be prepared for any streets requiring a full closure to provide safe alternate routes to vehicular traffic, pedestrians, and bicyclists during these closures.
  - Traffic control plans shall be prepared to route vehicles, bicyclists, and pedestrians around any partial closures of streets, bicycle facilities, and sidewalks.
  - Information on bus stop relocation and modification to bus routes shall be provided, as applicable. Signs shall be posted to inform transit users in advance of street closures.
  - Construction timings and street closure information shall be available to the public through media alerts, the project's website, and changeable message signs.
  - The nearest local first responders shall be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing.
  - The delivery and pick up of construction materials during non-peak travel periods shall be scheduled to the extent possible to reduce the potential of conflicts between construction trucks and commuter traffic.
  - Coordination shall occur with other construction projects in the vicinity.
- The project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as those of OSHA, California OSHA, the California Public Utilities Commission, the California Manual on Uniform

Traffic Control Devices, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). The construction TMP shall be prepared in compliance with these standards.

- Financial assistance may be provided to small businesses along the proposed alignments, the design option, and the MSF that are directly affected by construction activities through grants to cover certain fixed operating expenses such as utilities, rent or mortgage, and insurance.
- Metro shall coordinate with the Hollywood Bowl to maintain circulation and access to the Hollywood Bowl during construction of the optional Hollywood Bowl Station.

The disruptions associated with project construction, by itself and without mitigation, would hinder growth in the RSAs. Section 3.16, Transportation, describes project measures/best practices to offset these disruptions. These project measures (PM TRA-1 and PM TRA-2) are also applicable to the growth inducing impacts analysis. The operational project measures aid in accommodating growth and are consistent with applicable regulations, including the jurisdictional plans reviewed in the Regulatory Framework section. The construction project measures aid in the avoidance of growth-hindering activities such that the construction period does not disrupt activity to a degree that growth would be driven out of the areas. The analysis focuses on areas where significant impacts could occur in accordance with the CEQA significance thresholds described in the Methodology section.

3.10.7 IMPACT EVALUATION AND MITIGATION MEASURES

This analysis presents the construction and operational impacts for growth inducement, as well as any applicable mitigation measures associated with KNE. A summary of the impact conclusions and applicable mitigation measures is found in Table 3.10-23 in Section 3.10.7.6.

3.10.7.1 IMPACT GRW-1: ECONOMIC GROWTH FROM OPERATION AND MAINTENANCE

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

3.10.7.1.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.10.7.1.1.1 CONSTRUCTION IMPACTS

No Impact. Operations and maintenance (O&M) begins after construction is completed. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

3.10.7.1.1.2 OPERATIONAL IMPACTS

No Impact. Implementation of KNE would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service would represent an expansion of economic activity in the Cities of Los Angeles and West Hollywood, Los Angeles County, and the state of California and thus would generate recurring net long-term economic impacts. The increased transit employment would result in positive economic impact to the cities, the county, and the state, both through direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, creating additional consumer demand

and jobs to meet that demand. However, as these transit workers are expected to be drawn from across the region and not concentrated in the RSAs, these activities are not expected to generate significant unanticipated employment or economic growth in the RSAs.

Total additional employment would not be a significant percentage of the total employment in the RSAs, which was about 111,000 jobs in the 0.5-mile station RSA for the KNE San Vicente–Fairfax Alignment total in 2019. SCAG predicts an average 17 percent growth across the 0.5-mile station RSA for the San Vicente–Fairfax Alignment from 2019 to the 2045 forecast year. This indicates that an increase of about 18,000 jobs is anticipated within the 0.5-mile station RSA of the KNE San Vicente–Fairfax Alignment alone. Moreover, as described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSAs. Therefore, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by project measure PM TRA-1. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during operation.

3.10.7.1.2 KNE FAIRFAX ALIGNMENT

3.10.7.1.2.1 CONSTRUCTION IMPACTS

No Impact. O&M begins after construction is completed. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.10.7.1.2.2 OPERATIONAL IMPACTS

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

Total additional transit employment would not be a significant percentage of the total employment in the RSAs, which was about 68,000 jobs in the 0.5-mile station RSA for the KNE Fairfax Alignment total in 2019. SCAG predicts an average 15 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 10,500 jobs is anticipated within the 0.5-mile station RSA of the KNE Fairfax Alignment alone. Moreover, as described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSAs, especially for active travelers. Unanticipated economic growth in the RSAs is not an outcome of these activities, and impacts associated with anticipated economic growth are addressed by project measure PM TRA-1. Therefore, the KNE Fairfax Alignment would have no impact during operation.

3.10.7.1.3 KNE LA BREA ALIGNMENT

3.10.7.1.3.1 CONSTRUCTION IMPACTS

No Impact. O&M begins after construction is completed. Therefore, the KNE La Brea Alignment would have no impact during construction.

3.10.7.1.3.2 OPERATIONAL IMPACTS

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

Total additional transit employment would not be a significant percentage of the total employment in the RSAs, which was about 51,000 jobs in the 0.5-mile station RSA for the KNE La Brea Alignment total in 2019. SCAG predicts an average 16 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 8,400 jobs is anticipated within the 0.5-mile station RSA of the KNE La Brea Alignment alone. Moreover, as described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSAs, especially for active travelers. Unanticipated economic growth in the RSAs is not an outcome of these activities, and impacts associated with anticipated economic growth are addressed by project measure PM TRA-1. Therefore, the KNE La Brea Alignment would have no impact during operation.

3.10.7.1.4 HOLLYWOOD BOWL DESIGN OPTION

3.10.7.1.4.1 CONSTRUCTION IMPACTS

No Impact. O&M begins after construction is completed. Therefore, the Hollywood Bowl Design Option would have no impact during construction.

3.10.7.1.4.2 OPERATIONAL IMPACTS

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

Additional transit employment would not be a significant percentage of the total employment in the Hollywood Bowl Design Option RSAs, which was about 1,500 jobs in the 0.5-mile RSA in 2019. SCAG predicts 17 percent growth from 2019 to the 2045 forecast year. This indicates that an increase of about 250 jobs is anticipated within the 0.5-mile RSA alone. Moreover, as described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions with the result that the additional travel activity associated with the planned and projected growth would not diminish environmental quality in the RSAs, especially for active travelers. As a result, unanticipated economic growth in the RSAs is not an outcome of these activities, and negative environmental impacts associated with anticipated economic growth are addressed by project measure PM TRA-1. Therefore, the Hollywood Bowl Design Option would have no impact during operation.

3.10.7.1.5 MAINTENANCE AND STORAGE FACILITY

3.10.7.1.5.1 CONSTRUCTION IMPACTS

No Impact. O&M begins after construction is completed. Therefore, the MSF would have no impact during construction.

3.10.7.1.5.2 OPERATIONAL IMPACTS

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

3.10.7.2 IMPACT GRW-2: POPULATION GROWTH

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

3.10.7.2.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.10.7.2.1.1 CONSTRUCTION IMPACTS

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

3.10.7.2.1.2 OPERATIONAL IMPACTS

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

As KNE would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population. Growth in population and households is already anticipated in the RSAs. For the 0.5-mile station RSA, SCAG predicts an average increase of about 38 percent in both population and households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alignment and stations. Moreover, the expansion of population and households would increase foot traffic and circulation in the RSAs. As described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrians and bicyclists. As a result, there would be no unanticipated population growth and any increase in population activity in the RSAs would be addressed by project

measure PM TRA-1. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during operation.

3.10.7.2.2 KNE FAIRFAX ALIGNMENT

3.10.7.2.2.1 CONSTRUCTION IMPACTS

No Impact. Population impacts for the RSAs identified for the KNE Fairfax Alignment would begin after the project opens for service following the construction period. Construction activity associated with the KNE Fairfax Alignment would draw construction workers from across the greater metropolitan area. These workers would commute to their work sites; they would not relocate to each building site as these would change frequently over a construction worker's employment. As a consequence, it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction, thereby reducing the impact of construction on the KNE Fairfax Alignment station RSAs' access to the balance of the greater metropolitan area. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.10.7.2.2.2 OPERATIONAL IMPACTS

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

For the KNE Fairfax Alignment 0.5-mile station RSA, SCAG predicts an average increase of about 37 percent in both population and households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alignment and stations. Moreover, the expansion of population and households would increase foot traffic and circulation in the RSAs. As described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrian and bicyclists. As a result, there would be no unanticipated population growth and the impact of greater population activity in the RSAs would be addressed by project measure PM TRA-1. Therefore, the KNE Fairfax Alignment would have no impact during operations.

3.10.7.2.3 KNE LA BREA ALIGNMENT

3.10.7.2.3.1 CONSTRUCTION IMPACTS

No Impact. Population impacts for the RSAs identified for the KNE La Brea Alignment would begin after the project opens for service following the construction period. Construction activity associated with the KNE La Brea Alignment would draw construction workers from across the greater metropolitan area.

These workers would commute to their work sites; they would not relocate to each building site as these would change frequently over a construction worker's employment. As a consequence, it is unlikely that people would move from their homes in the RSAs because of the temporary construction activity. Moreover, as described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction, thereby reducing the impact of construction on the KNE La Brea Alignment station RSAs' access to the balance of the greater metropolitan area. Therefore, the KNE La Brea Alignment would have no impact during construction.

3.10.7.2.3.2 OPERATIONAL IMPACTS

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

For the KNE La Brea Alignment 0.5-mile station RSA, SCAG predicts an average increase of about 42 percent in population and 38 percent in households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this alignment and stations. Moreover, the expansion of population and households would increase foot traffic and circulation in the RSAs. As described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety and access of pedestrian and bicyclists. As a result, there would be no unanticipated population growth and the impact of greater population activity in the RSAs would be addressed by project measure PM TRA-1. Therefore, the KNE La Brea Alignment would have no impact during operation.

3.10.7.2.4 HOLLYWOOD BOWL DESIGN OPTION

3.10.7.2.4.1 CONSTRUCTION IMPACTS

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

3.10.7.2.4.2 OPERATIONAL IMPACTS

No Impact. Operation of KNE would lead to improved mobility options for those living or working within the RSAs and increase transit ridership, thus likely reducing the occurrence of auto trips and alleviating congestion. This would generate time savings for both drivers and transit users and reduce the number of

accidents on the road network. Travel time improvements and increased mobility options and accessibility to and from the area would make the area more desirable to residents and employers. Time savings and emissions reductions are not anticipated to induce growth; however, the population may increase as a result of decreased air pollution and increased development in the area due to increased accessibility.

As KNE would be implemented over a multi-year construction period, local planning authorities would have sufficient time to prepare for an increase in population and density of economic activities. Growth in population and households is already anticipated in the RSAs. For the 0.5-mile Hollywood Bowl Design Option RSA, SCAG predicts an average increase of about 65 percent in population and 50 percent in households from 2021 to 2045. By extension, unanticipated population growth in the RSAs is not an outcome of this design option. Therefore, the Hollywood Bowl Design Option would have no impact during operation.

3.10.7.2.5 MAINTENANCE AND STORAGE FACILITY

3.10.7.2.5.1 CONSTRUCTION IMPACTS

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

3.10.7.2.5.2 OPERATIONAL IMPACTS

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

3.10.7.3 IMPACT GRW-3: ECONOMIC DEVELOPMENT

Impact GRW-3: Would riders' use of the project increase the attractiveness of proposed station areas to a degree that unanticipated economic development occurs or is reasonably foreseen to diminish environmental quality?

3.10.7.3.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.10.7.3.1.1 CONSTRUCTION IMPACTS

No Impact. Construction activity may temporarily decrease the attractiveness of proposed station areas, which could deter people from visiting the areas for commercial purposes. As described in project measure PM TRA-2, a construction TMP would be prepared for all local jurisdictions affected by construction. Implementation of the TMP would make residents and businesses aware of detours and temporary closures, but would not lead to conditions that would increase the attractiveness of proposed station areas during construction compared to existing conditions. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

3.10.7.3.1.2 OPERATIONAL IMPACTS

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

(1) Align the plan investments and policies with improving regional economic development and competitiveness

(2) Encourage land use and growth patterns that facilitate transit and active transportation

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

3.10.7.3.2 KNE FAIRFAX ALIGNMENT

3.10.7.3.2.1 CONSTRUCTION IMPACTS

No Impact. Construction activity may temporarily decrease the attractiveness of proposed station areas, which could deter people from visiting the areas for commercial purposes. As described in project measure PM TRA-2, a construction TMP would be prepared for all local jurisdictions affected by construction. Implementation of the TMP would make residents and businesses aware of detours and

temporary closures, but would not lead to conditions that would increase the attractiveness of proposed station areas during construction compared to existing conditions. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.10.7.3.2.2 OPERATIONAL IMPACTS

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

(1) Align the plan investments and policies with improving regional economic development and competitiveness

(2) Encourage land use and growth patterns that facilitate transit and active transportation

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

3.10.7.3.3 KNE LA BREA ALIGNMENT

3.10.7.3.3.1 CONSTRUCTION IMPACTS

No Impact. Construction activity may temporarily decrease the attractiveness of proposed station areas, which could deter people from visiting the areas for commercial purposes. As described in project measure PM TRA-2, a construction TMP would be prepared for all local jurisdictions affected by construction. Implementation of the TMP would make residents and businesses aware of detours and temporary closures, but would not lead to conditions that would increase the attractiveness of proposed station areas during construction compared to existing conditions. Therefore, the KNE La Brea Alignment would have no impact during construction.

3.10.7.3.3.2 OPERATIONAL IMPACTS

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

(1) Align the plan investments and policies with improving regional economic development and competitiveness

(2) Encourage land use and growth patterns that facilitate transit and active transportation

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

3.10.7.3.4 HOLLYWOOD BOWL DESIGN OPTION

3.10.7.3.4.1 CONSTRUCTION IMPACTS

No Impact. Construction activity may temporarily decrease the attractiveness of proposed station areas, which could deter people from visiting the areas for commercial purposes. As described in project measure PM TRA-2, a construction TMP would be prepared for all local jurisdictions affected by construction. Implementation of the TMP would make residents and businesses aware of detours and temporary closures, but would not lead to conditions that would increase the attractiveness of proposed station areas during construction compared to existing conditions. Therefore, the Hollywood Bowl Design Option would have no impact during construction.

3.10.7.3.4.2 OPERATIONAL IMPACTS

Less than Significant Impact. Implementation of the Hollywood Bowl Design Option would likely increase the attractiveness of the RSAs for individuals, businesses, and developers. This in turn could foster and support opportunities for economic development, with improved accessibility and densification of land uses around transit stations acting as a catalyst for attracting commercial activities, and by extension, employment. However, plans and policies are in place to address the connection between infrastructure

provisions and economic development. SCAG, for example, defines two goals that align with this transit-oriented economic development:

(1) Align the plan investments and policies with improving regional economic development and competitiveness

(2) Encourage land use and growth patterns that facilitate transit and active transportation

Therefore, it is unlikely that economic development in the RSAs exceeds planned capacities or is reasonably foreseen to diminish environmental quality. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during operation.

3.10.7.3.5 MAINTENANCE AND STORAGE FACILITY

3.10.7.3.5.1 CONSTRUCTION IMPACTS

No Impact. Due to the noise and industrial-type activity of an MSF, an MSF is typically constructed and located in areas zoned for uses other than residential, limiting the potential for disruption in the area around the MSF. Moreover, as described in project measure PM TRA-2, a construction TMP would be prepared in coordination with the applicable local jurisdictions, further reducing the potential disruption. Therefore, the MSF would have no impact during construction.

3.10.7.3.5.2 OPERATIONAL IMPACTS

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

3.10.7.4 IMPACT GRW-4: LAND USE

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

3.10.7.4.1 KNE SAN VICENTE–FAIRFAX ALIGNMENT

3.10.7.4.1.1 CONSTRUCTION IMPACTS

No Impact. As detailed in the Regulatory Framework discussion above, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG's plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. Construction of the KNE San Vicente–Fairfax Alignment would add a transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, the KNE San Vicente–Fairfax Alignment would have no impact during construction.

3.10.7.4.1.2 OPERATIONAL IMPACTS

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

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

3.10.7.4.2 KNE FAIRFAX ALIGNMENT

3.10.7.4.2.1 CONSTRUCTION IMPACTS

No Impact. As detailed in the Regulatory Framework discussion above, plans and policies are in place to address the connection between infrastructure provisions and economic development. Using SCAG's plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. Construction of the KNE Fairfax Alignment would add a transit use in areas where the zoning and surrounding land uses are supportive. Construction of the transit facility would not convert land to an unanticipated or incompatible use. Therefore, the KNE Fairfax Alignment would have no impact during construction.

3.10.7.4.2.2 OPERATIONAL IMPACTS

Less than Significant Impact. Operation of transit is essential to realizing a community's vision for clustered growth and walkable communities. Using SCAG's plans as an illustration, the plans call for transit-oriented economic development and for land use and growth patterns that facilitate transit and active transportation. The connectivity and access provided by transit operation are essential to realizing this growth pattern. Moreover, the RSAs associated with the alignment have significant unrealized growth

potential. Rather than unanticipated growth, any growth generated by KNE would support the community in concentrating economic development and supportive land uses in areas where it can be efficiently served with transit.

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

3.10.7.4.3 KNE LA BREA ALIGNMENT

3.10.7.4.3.1 CONSTRUCTION IMPACTS

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

3.10.7.4.3.2 OPERATIONAL IMPACTS

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

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over KNE. While the project would not create any new land uses, some land uses could be converted to encourage higher-density TOD districts, but not

in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in the Regulatory Framework section. Future development may therefore allocate a smaller footprint to parking and allow property owners to optimize their properties for other uses. In addition, as described in project measure PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Transit operations would likely induce changes in land use, but these changes are desired and have been planned for, rather than being unintended changes. Therefore, the KNE La Brea Alignment would have a less than significant impact during operation.

3.10.7.4.4 HOLLYWOOD BOWL DESIGN OPTION

3.10.7.4.4.1 CONSTRUCTION IMPACTS

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

3.10.7.4.4.2 OPERATIONAL IMPACTS

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

The opportunities for economic revitalization and growth are consistent with the applicable land use plans, policies, and regulations of agencies with jurisdiction over the RSA. While the project would not create any new land uses, some land uses could be converted to encourage higher-density TOD districts, but not in ways that would be inconsistent with current land use plans or incompatible with the surrounding areas. The expanded Metro network would encourage land uses that would not be as auto-dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals, such the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Chapter 728) included in the Regulatory Framework section. In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of

pedestrians and bicyclists in the RSAs so that access and circulation adapt to the changing land uses. Therefore, the Hollywood Bowl Design Option would have a less than significant impact during operation.

3.10.7.4.5 MAINTENANCE AND STORAGE FACILITY

3.10.7.4.5.1 CONSTRUCTION IMPACTS

No Impact. Due to the noise and industrial-type activity of an MSF, an MSF is typically constructed and located in areas zoned for compatible uses, limiting the potential for unanticipated changes in land use. Moreover, as described in project measure PM TRA-2, a construction TMP would be prepared in coordination with the applicable local jurisdictions, further reducing the potential for unanticipated changes in land use. Therefore, the MSF would have no impact during construction.

3.10.7.4.5.2 OPERATIONAL IMPACTS

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

3.10.7.5 MITIGATION MEASURES

As the impact analysis above demonstrates, construction and operation of any of the KNE alignments and stations, the design option, and the MSF would result in either no impact or a less than significant impact related to growth inducement. Therefore, no mitigation is required under CEQA.

3.10.7.6 SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

Table 3.10-23 summarizes the growth inducement impact significance conclusions and applicable mitigation measures. As indicated above, there are no significant growth inducement impacts that would require mitigation.

TABLE 3.10-23. KNE SUMMARY OF IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES

IMPACT		IMPACT SIGNIFICANCE CONCLUSIONS AND MITIGATION MEASURES				
		KNE SAN VICENTE–FAIRFAX ALIGNMENT	KNE FAIRFAX ALIGNMENT	KNE LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact GRW-1: Economic Growth from Operation and Maintenance	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
Impact GRW-2: Population Growth	Impact Before Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact	Construction: No Impact Operation: No Impact
Impact GRW-3: Economic Development	Impact Before Mitigation	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: No Impact
Impact GRW-4: Land Use	Impact Before Mitigation	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: No Impact
	Mitigation Measures	None Required	None Required	None Required	None Required	None Required
	Impact After Mitigation	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: LTS	Construction: No Impact Operation: No Impact

Source: Connect Los Angeles Partners 2024
LTS = less than significant