Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix G
Final Communities and Neighborhoods Impact Analysis Report

Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

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Final Communities and Neighborhoods Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
ACS	American Community Survey
BRT	bus rapid transit
CEQA	California Environmental Quality Act
CPA	Community Plan Area
DO	Design Option
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GCCOG	Gateway Cities Council Governments
GHG	Greenhouse Gas
I	Interstate Freeway
LAUS	Los Angeles Union Station
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MWD	Municipal Water District
MOCA	Museum of Contemporary Art
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
OCTA	Orange County Transportation Authority
PEROW	Pacific Electric Right-of-Way
ROW	Right-of-Way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
TAZ	Transportation Analysis Zone
TOD	Transit-Oriented Development
TPSS	Traction power substation
TRS	Technical Refinement Study
UPRR	Union Pacific Railroad
US Census	United States Census Bureau
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line that would extend from four possible northern termini in southeast Los Angeles (LA) County to a southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority, and the owners of the right-of-way (ROW) other than the PEROW—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report[1] and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the WSAB Technical Refinement Study in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section Options
- Huntington Park Alignment and Stations
- New Metro C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study with the goal of obtaining environmental clearance of the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro

[1] Initial concepts evaluated in the SCAG report included transit connections and modes for the 34 mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit (BRT).

provided Project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018b). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Build Alternatives E and G for further evaluation (now referred to as Alternatives 1 and 2, respectively, in this report).

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives 1 and 2 into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided Project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; over 250 comments were received.

Following the July 2018 scoping period, a number of Project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these refinements to the project description at their November 2018 meeting.

1.3 Report Purpose and Structure

This Impact Analysis Report examines the environmental effects of the Project as it relates to communities and neighborhoods. The report is organized into nine sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Regulatory Framework
- Section 4 – Affected Environment / Existing Conditions
- Section 5 – Environmental Consequences / Environmental Impacts
- Section 6 – California Environmental Quality Act Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

1.4 General Background

The Project is located in or adjacent to the urban and suburban areas of several jurisdictions, including the Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia and Cerritos. The Project alignment would also traverse through the unincorporated Florence-Firestone community of LA County. The unincorporated Florence-Firestone community is also identified as the Florence-Graham by the US Census Bureau. Although the names are different as identified by the US Census Bureau, the communities are one in the same. The City of Los Angeles and the unincorporated areas of LA County can be characterized as large-size jurisdictions, with population of approximately 4.0 million and 10.1 million residents, respectively. The cities of Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia and Cerritos can be characterized as small and mid-size cities. In this context, Central City, Central City North, Southeast Los Angeles, Florence-Firestone, and each of the 10 small and mid-size jurisdictions are considered a community unless there are specific subareas of concern.

A community is defined in part by behavioral patterns which individuals or groups of individuals hold in common. These behavioral patterns are expressed through daily social interactions, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs. A community is also defined by shared perceptions or attitudes, typically expressed through individuals' identification with a particular identifiable area. A community is typically grouped by its geographical area. In urban areas, a community would be supported by community facilities (e.g., schools, senior centers, city halls, parks, churches, post office, etc.) as well as supporting commercial uses (e.g., grocery stores, cleaners, and restaurants). A residential neighborhood can be described as an area within a community that has a concentration or a large number of residents with residential uses as the predominant land use. However, residents may also be located in primarily non-residential areas.

The strength or the cohesion of a community or neighborhood to successfully adapt to change is a function of many factors, including homogeneity and/or the diversity of the population, similarities in income, as well as shared cultural or ethnic backgrounds. Additionally, the stability of a community is reflected by the number of long-time residents that reside in the community.

For the purposes of this community and neighborhoods analysis, a community asset is generally a facility that can be used to improve the quality of or characterize a community. Community assets can include community facilities and other types of facilities that characterize or support a community, such as medical centers, museums, and historic resources.

1.5 Methodology

1.5.1 Data Gathering

Demographic information presented in this impact analysis report is based on data from the US Census Bureau and SCAG. The most current community-related data to date (e.g., population, household, employment, ethnicity, age, residents living in same house after a year, and language spoken at home) were obtained from the US Census Bureau's block group-level 2015 American Community Survey (ACS) 5-Year Estimates released in 2016. Base Year 2017 and Build-out Year 2042 socioeconomic characteristics presented in this impact analysis report, including the residential population total number of jobs, and

households in an area, were also derived from Transportation Analysis Zone (TAZ) estimates from the SCAG *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS).

Since the data were aggregated to the TAZ and/or block group levels, data from the aforementioned datasets are not available at a geographical resolution sufficient to accurately describe areas strictly within the boundaries of the Affected Area. For purposes of the community and neighborhood analysis, the Affected Area is defined as those areas located 0.25-mile on either side of the proposed alignments, parking facilities, and MSF site options, as well as 0.5-miles around the proposed station areas.

The data presented in this impact analysis report can be understood as accurate descriptions of the demographic and socioeconomic characteristics estimated and projected for the block groups and TAZs that encompass the areas within 0.5 mile of proposed station areas and within 0.25 mile of proposed alignments. The characterization of the communities and neighborhoods within the Affected Area is also based on a thorough review of local general plans, land use and zoning maps, and a desktop aerial survey of each community.

1.5.2 Analysis

Three primary elements that affect communities and neighborhoods are addressed in this analysis: access and mobility, community character and cohesion, and community stability. Factors that generally affect access and mobility include the provision of parking and sidewalks, at-grade crossings, turning restrictions, street closures, vehicle delay at intersections, underpasses and overpasses, safety barriers, and walls. Factors that generally affect community character and cohesion include displacement of residences and community assets; access to community facilities; changes to the community layout; changes in noise levels; changes in visual character; in the types of land uses in an affected area; and demographic changes. Community stability can be determined by how long residents have lived at their current addresses. Communities or neighborhoods that generally experience frequent turnover are expected to be less cohesive and stable than those that experience long-term residency. A large proportion of individuals remaining in the same house for a long period of time can indicate a strong cohesive community. The potential for the Project to physically divide an established community is discussed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2021a). Major transit projects have the potential to affect the communities and neighborhoods since transit projects could potentially resulting in changes to the physical layout of an area, demographics, land uses, and possibly the overall sense of community.

Adverse effects to access and mobility would occur if proposed parking facilities, at-grade crossings, turning restrictions, street closures, vehicle delays, safety barriers, and sound walls would impede access and mobility in the affected communities. The provision of pedestrian facilities, such as sidewalks and underpasses, were also considered when determining the Project's effect on access and mobility. Adverse effects on community stability would occur if the Project would cause residents to move out of the affected communities.

To satisfy NEPA requirements, an adverse effect on community character and cohesion would occur if the Project were to:

- Displace residences or community assets in such a way that would result in the isolation of a residential neighborhood or community assets from its community;

- Alter the physical layout of a community;
- Change surrounding visual character and noise levels that would alter the character of the affected community;
- Change land uses that would be inconsistent with the goals, policies, and objectives of the affected communities' plans; or
- Alter the demographics of the affected communities.

In addition to the above, an adverse effect on community character and cohesion would occur if the Project were to increase air quality emissions to a level that could affect the use of community facilities. The effect of air quality on community character and cohesion is evaluated for construction since the construction phase generally introduce communities and neighborhoods to activities that could emit high amounts of air pollutants (such as fugitive dust from ground disturbing activities and exhaust emissions from heavy-duty equipment and vehicles). These types of activities are typically not associated with project operations.

This analysis relies on the analysis of several other environmental topics, including transportation, land use, acquisitions and displacements, visual and aesthetics, air quality, noise, and parklands and community facilities. These analyses are found in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2021a), *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (2021c), *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (2021d), *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (2021e), *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (2021f), *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (2021g), and *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (2021h).

Temporary short-term and permanent long-term effects from construction and operation of the Build Alternatives, Design Options, and MSF site options on each identified community are assessed on a qualitative, and where possible, quantitative basis.

To satisfy CEQA requirements, communities and neighborhoods impacts would also be analyzed in the context of population and housing in accordance with Appendix G of the CEQA Guidelines. Impacts would be considered significant if the Project has the potential to:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2021f). Impacts would be considered significant if the Project has the potential to:

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2021a). Impacts would be considered significant if the Project has the potential to:

- Physically divide an established community

Population, housing, and employment growth that are consistent with or have been accounted for in the SCAG growth projections in the 2016-2040 RTP/SCS are considered planned growth. Thus, population, housing, and employment growth that exceeds the SCAG growth projections are considered a significant impact.

The displacement of existing people or housing is considered substantial if the area where the displacement would occur does not have adequate amount of housing to accommodate the people that are being displaced.

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the four Build Alternatives studied in the WSAB Transit Corridor Draft EIS/EIR, including design options, station locations, and MSF site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives are generally defined as follows:

- **No Build Alternative** - Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 Long Range Transportation Plan (2009 LRTP) (Metro 2009a) and SCAG 2016-2040 RTP/SCS (SCAG 2016a), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives**: The Build Alternatives consist of a new LRT line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
  - Alternative 1: Los Angeles Union Station to Pioneer Station; the northern terminus would be located underground at Los Angeles Union Station (LAUS) Forecourt
  - Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near 7th Street/Metro Center Station
  - Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station
  - Alternative 4: I-105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the city of South Gate, connecting to the C (Green) Line along the I-105

Two design options are under consideration for Alternative 1. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add the Little Tokyo Station along the WSAB alignment. The Design Options are further discussed in Section 2.3.6.

Figure 2-1 presents the four Build Alternatives and the design options. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Street south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives

Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Alternatives 1 and 2 would transition from an underground configuration to an aerial configuration, cross over the Interstate (I-) 10 freeway and then parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW as it proceeds south. South of Slauson Avenue, which would serve as the northern terminus for Alternative 3, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW along Randolph Street. At the San Pedro Subdivision ROW, Alternatives 1, 2, and 3 would turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric Right-of-Way (PEROW), south of the I-105 freeway. The northern terminus for Alternative 4 would be located at the I-105/C Line Station. Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Alignment Type

Source: Metro, 2020

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section includes approximately 8 miles of Alternatives 1 and 2 and 3.8 miles of Alternative 3. Alternative 4 is not within the Northern Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of LA County (Figure 2-3). Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard).

Figure 2-3. Northern Section

Source: Metro, 2020

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and includes all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and would generally traverse the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between approximately Paramount Boulevard to South Street).

Figure 2-4. Southern Section

Source: Metro, 2020

2.2 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Transit Corridor (the Transit Corridor extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation

network, against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016-2040 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Transit Corridor
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Transit Corridor
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Transit Corridor
Rail (Under Construction/Planned)[1]		
Metro Westside D (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Transit Corridor
Metro C (Green) Line Extension[2] to Torrance	96th Street Station to Torrance	Outside Transit Corridor
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw[3]	Outside Transit Corridor
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Transit Corridor
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Transit Corridor
Metro Sepulveda Transit Corridor	Metro G (Orange) Line to Metro E (Expo) Line	Outside Transit Corridor
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) Line	Outside Transit Corridor
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Transit Corridor
Metrolink Capital Improvement Projects	Various projects	Within Transit Corridor
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Transit Corridor
Link US	LAUS	Within Transit Corridor

Project	To / From	Location Relative to Transit Corridor
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Transit Corridor
Municipality Bus System[4]	Various locations	Within Transit Corridor
Bus (Under Construction/Planned)		
Metro G (Orange) Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Transit Corridor
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Transit Corridor
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Transit Corridor
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Transit Corridor
Highway (Existing)		
Highway System	Various locations	Within Transit Corridor
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Transit Corridor
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Rd	Outside Transit Corridor
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Transit Corridor
Sepulveda Pass Express Lane	I-10 to US-101	Outside Transit Corridor
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Transit Corridor
I-710 South Corridor Project (Phase 1 & 2)	Ports of Long Beach and LA to SR-60	Within Transit Corridor
I-105 Express Lane	I-405 to I-605	Within Transit Corridor
I-5 Corridor Improvements	I-605 to I-710	Outside Transit Corridor

Source: Metro 2020, WSP 2020
Notes: [1] Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.
[2] Metro C (Green) Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.
[3] The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C (Green) Line.
[4] The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System and the Orange County Transportation Authority.
BRT = Bus Rapid Transit; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; VA = Veterans Affairs

2.3 Build Alternatives

2.3.1 Proposed Alignment Configuration for the Build Alternatives

This section describes the alignment for each of the Build Alternatives. The general characteristics of the four Build Alternatives are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would share operation with freight and the corresponding ownership.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
Alternatives	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground[3]	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	12.2 miles at-grade; 2.6 miles aerial[1]	5.6 miles at-grade; 1.0 miles aerial[1]
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	4 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	3 (2 freeway undercrossings[2] at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
TPSS Facilities	22[3]	23	17	7
Maintenance and Storage Facility site options	2	2	2	2

Source: WSP, 2020
Notes: [1] Alignment configuration measurements count retained fill embankments as at-grade.
[2] The light rail tracks crossing beneath freeway structures.
[3] Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1

Figure 2-5. Freeway Crossings

Source: WSP, 2020

Figure 2-6. Existing Rail Right-of-Way Ownership and Relocation

Source: WSP, 2020

2.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Under Design Option 2, Alternative 1 would have 12 new LRT stations, including an additional underground station at the Little Tokyo Station. Five of the stations would include parking facilities, providing a total of up to 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or, under Design Option 1, east of the MWD building beneath the baggage area parking facility (Section 2.3.6). Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note, Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.3.3 for additional information on Alternative 2.)

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would cross over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A (Blue) Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the UPRR-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A Line Station would serve as a transfer point to the Metro A (Blue) Line via a pedestrian bridge. The vertical circulation would be connected at street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.3.4 for additional information on Alternative 3.)

South of the Slauson/A Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. The alignment would be on the north side of the La Habra Branch ROW and would require the relocation of existing freight tracks to the southern portion of the ROW. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, Albany Street, and Rugby Avenue would be closed to traffic crossing the ROW, altering

the intersection design to a right-in, right-out configuration. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. Rita Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment would transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment would be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing tracks would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Firestone Boulevard.

The alignment would then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment would continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The proposed LRT bridge would be constructed next to the existing freight bridge. South of the LA River, the alignment would transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure and then crossing Miller Way. The alignment would then return to an aerial structure to cross the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment would briefly transition back to an at-grade configuration and then return to an aerial structure to cross over Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment would transition to an at-grade configuration and serve the proposed Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C Line Station, which would be located at-grade north of Century Boulevard. This station would be connected to the new infill C (Green) Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. The alignment would continue at-grade, crossing Century Boulevard and then over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C (Green) Line Station would be constructed in the median of the I-105 freeway. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C Line Station platform via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C (Green) Line tracks would be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes would be reconfigured. (The I-105/C Line Station would serve

as the northern terminus for Alternative 4; refer to Section 2.3.5 for additional information on this alternative.)

South of the I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at Paramount Refinery Yard would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

East of Bellflower Boulevard, the Bellflower Bike Trail would be realigned to the north side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. It would then cross back over the LRT tracks at-grade to the south side of the ROW. The LRT alignment would continue southeast within the PEROW and transition to an aerial configuration at Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment would return to an at-grade configuration at Walnut Street. South of Woodruff Avenue, the Bellflower Bike Trail would be relocated to the north side of the PEROW. Continuing southeast, the LRT alignment would cross under the SR-91 freeway in an existing underpass. The alignment would cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment would transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

East of Artesia Boulevard the alignment would cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.3.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet west beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.3.2.

2.3.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

The total alignment length of Alternative 3 would be approximately 14.8 miles, consisting of approximately 12.2 miles of at-grade, and 2.6 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 9 freight crossings. In the north, Alternative 3 would begin at the Slauson/A Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.3.2.

2.3.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 11 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 2 freight crossings. In the north, Alternative 4 would begin at the I-105/C Line Station and follow the same alignment as Alternatives 1, 2, and 3, described in Section 2.3.2.

2.3.6 Design Options

Alternative 1 includes two design options:

- **Design Option 1:** LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the MWD building, below the baggage area parking facility instead of beneath the LAUS Forecourt. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2:** Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

2.3.7 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRV). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a traction power substation (TPSS), employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

Two potential locations for the MSF have been identified—one in the City of Bellflower and one in the City of Paramount. These options are described further in the following sections.

2.3.8 Bellflower MSF Option

The Bellflower MSF site option is bounded by industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. The site is approximately 21 acres in area and can accommodate up to 80 vehicles (Figure 2-7).

2.3.9 Paramount MSF Option

The Paramount MSF site option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7).

Figure 2-7. Maintenance and Storage Facility Options

Source: WSP, 2020

3 REGULATORY FRAMEWORK

This section identifies applicable federal, state and local regulations and plans related to communities and neighborhoods.

Federal

No applicable federal plans, policies, or regulations in regard to community and neighborhoods.

State

No applicable state plans, policies, or regulations in regard to community and neighborhoods.

Regional

- 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Local

- City of Los Angeles General Plan
- City of Los Angeles Land Use/Transportation Policy
- Connect US Action Plan
- City of Vernon General Plan
- Los Angeles County General Plan 2035
- Florence-Firestone Community Plan, Los Angeles County
- City of Huntington Park General Plan
- City of Bell 2030 General Plan
- City of Cudahy 2040 General Plan
- City of South Gate General Plan 2035
- City of South Gate Gateway District Specific Plan
- City of South Gate Hollydale Village Specific Plan
- City of Downey Vision 2025
- City of Paramount General Plan
- City of Bellflower General Plan: 1995-2010
- City of Artesia General Plan 2030
- City of Cerritos General Plan

3.1 Federal

There are no applicable federal regulations in regard to community and neighborhoods.

3.2 State

There are no applicable state regulations in regard to community and neighborhoods.

3.3 Regional

3.3.1 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy

The *2016-2040 RTP/SCS*, adopted in April 2016, presents the transportation and overall land use vision for the SCAG six-county region. It is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The *2016-2040 RTP/SCS* identifies priorities for transportation planning within the SCAG region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. It provides local agencies in the Southern California region with information to guide them in preparing local plans and addressing local issues of regional significance (SCAG 2016a). The *2016-2040 RTP/SCS* goals that focus on communities and neighborhoods include the following:

- Align the plan investments and policies with improving regional economic development and competitiveness.
- Encourage land use and growth patterns that facilitate transit and active transportation.

3.4 Local

The Build Alternatives traverse through 12 local government jurisdictions, which include the cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. The following presents a summary of goals, objectives and policies of local general plans related to communities and neighborhoods that would ensure neighborhood and community integrity, preservation and appropriate directions for growth.

3.4.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* (City of Los Angeles 2001) includes the Framework, Health and Wellness, Air Quality, Conservation, Housing, Noise, Open Space, Service Systems, Safety, and Mobility Elements. The *General Plan Framework Element* (City of Los Angeles 2001) is a strategy for long-term growth which sets a Citywide context to guide the update of the community plans and Citywide elements.

The *2013-2021 Housing Element of the City of Los Angeles General Plan* (City of Los Angeles 2013) identifies the City's housing conditions and needs; establishes goals, objectives, and policies that are the foundation of the City's housing and growth strategy; and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City.

The *Land Use Element of the City of Los Angeles General Plan* is comprised of 35 community plans, which describe the land use designations, policies, and implementation programs for each community plan area (CPA). Each community plan discusses goals, objectives, and policies for developing a public transit system that improves mobility with convenient alternatives to automobile travel, encouraging transportation demand management strategies, developing active transportation options and coordinating activities with other jurisdictions. The Project traverses through the Central City North, Central City, and Southeast Los Angeles CPAs. Table 3.1 lists applicable community, housing, and population-related goals, objectives, and policies of the City of Los Angeles General Plan and Community Plans.

Table 3.1. City of Los Angeles General Plan Relevant Goals, Objectives, and Policies

Goal/Objective/Policy	Description
Framework Element	
Objective 3.13	Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.
Objective 3.15	Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.
Policy 3.15.3	Increase the density generally within one-quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded with Policy 3.1.6.
Objective 4.2	Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.
Policy 7.2.3	Encourage new commercial development in proximity to rail and bus transit corridors and stations.
Policy 7.6.1	Encourage the inclusion of community-serving uses (e.g., post offices, senior community centers, daycare providers, personal services) at the community and regional centers, in transit stations, and along the mixed-use corridors.
Policy 7.9.2	Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element, to optimize the impact of the City's capital expenditures on infrastructure improvements.
Policy 7.10.3	Determine appropriate level of service for, but not limited to, educational facilities, hospitals, job training and referral centers, and transportation opportunities in the "communities of need."
Housing Element	
Policy 1.2.8	Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.
Objective 2.2	Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
Policy 2.2.2	Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the general Plan Framework Element.

Goal/Objective/Policy	Description
Central City North Community Plan	
Objective 1.2	To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
Policy 1-4.2	Ensure that new housing opportunities minimize displacement of the existing residents.
Central City Community Plan	
Policy 11-2.13	Reinforce the integration and accessibility of the neighborhoods surrounding Downtown with the Downtown core through enhanced levels of service ("shortline," additional trains, buses, etc.).
Southeast Los Angeles Community Plan	
LU1.14	Promote housing practices that feature universal design elements with various housing types and support the development of adequate housing units for senior citizens in neighborhoods that are accessible to public transit, commercial services and health facilities.
Policy LU5.3	Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live and work with reduced reliance on the automobile.
Goal LU18	Transit-oriented development (TOD) around transit stations that is characterized by a mixture of uses, a safe and attractive pedestrian environment, reduced parking, and direct and convenient access to transit facilities, and moderate to high density as appropriate to the existing scale and context of each TOD area.
Policy LU18.3	Prioritize new housing for transit users at TODs in Southeast Los Angeles, which has a large transit-dependent population.
Policy LU18.7	Discourage displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.
Policy LU18.11	Orient new development located near transit to provide direct pedestrian connections to the Metro station/platform/mezzanine wherever possible and encourage projects to provide people-oriented build environment features such as shade trees, bus shelters, and bicycle racks or lockers.
Policy LU18.17	Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (i.e. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services.

Source: City of Los Angeles, 2001a; City of Los Angeles, 2013; City of Los Angeles, December 2000a; City of Los Angeles, 2003; City of Los Angeles, 2017a.

3.4.2 City of Los Angeles Land Use/Transportation Policy

The *City of Los Angeles Land Use/Transportation Policy* (City of Los Angeles 1993) is a joint effort of Metro and the City of Los Angeles to coordinate land use and transportation investment decisions. This policy provides the framework to guide future development around transit station areas and aims to concentrate mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations, while protecting and preserving surrounding low-density neighborhoods from encroachment of incompatible uses. Applicable policies include:

- Focus future growth of the City around transit stations;
- Increase land use intensity in transit station areas, where appropriate;
- Create a pedestrian-oriented environment in context of an enhanced urban environment;
- Accommodate mixed commercial/residential use development;
- Provide for places of employment.

3.4.3 Connect US Action Plan

The *Connect US Action Plan* (formerly the Union Station and 1st/Central Station Linkages Study) (Metro 2015) is an active transportation plan that prioritizes pedestrian and bicyclist connections between LAUS, the 1st/Central Regional Connector Station in Little Tokyo, and the surrounding cultural and historic neighborhoods. Objectives applicable to the Build Alternatives include:

- Create connections between Union Station and the cultural/historic sites in the surrounding neighborhoods by means of a clear primary route.
- Improve pedestrian and bicycle linkages to/from Union Station to the destinations within each neighborhood and between neighborhoods.
- Promote improvements that convey the unique identity of each neighborhood and street.

3.4.4 City of Vernon General Plan

The *City of Vernon General Plan* (City of Vernon 2015), adopted in December 2007 and last amended in April 2015, identifies key policies to remain almost exclusively an industrial city, which generally creates conflicts with housing due to safety and environmental concerns. The *2014-2021 Housing Element of the City's General Plan* was adopted in February 2013. Table 3.2 lists the applicable community and neighborhood policy of the Housing Element.

Table 3.2. City of Vernon General Plan Relevant Policy

Policy	Description
Housing element	
Policy H-3.3	Encourage development of residential uses in strategic proximity to schools, recreational facilities, commercial areas, parks and other public spaces, and transit routes.

Source: City of Vernon, 2015

3.4.5 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County 2015) includes the Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing Elements. The General Plan states that transit centers are supported by major public transit infrastructure and are identified based on opportunities for a mix of high intensity development, including multi-family housing, employment and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes. Table 3.3 lists the applicable community and neighborhood policies of the *Los Angeles County General Plan 2035*.

Table 3.3. Los Angeles County General Plan Relevant Policies

Policy	Description
Economic Development Element	
Policy ED 2.5	Encourage employment opportunities to be located in proximity to housing.
Policy ED 2.7	Incentivize economic development and growth along existing transportation corridors and in urbanized areas.
Mobility Element	
Policy M4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.

Source: County of Los Angeles, 2015

3.4.6 Florence-Firestone Community Plan, Los Angeles County

The *Florence-Firestone Community Plan* (LA County 2017) provides guidance on community specific concerns to planners, property owners, business owners, decision-makers, public agencies, and other stakeholders. Table 3.4 lists the applicable community and neighborhood goals and policies of the *Florence-Firestone Community Plan*.

Table 3.4. Florence-Firestone Community Plan Relevant Goals and Policies

Goal/Policy	Description
Policy M-4.3	Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
Policy M-4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities.
Policy M-4.9	Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
Policy M-4.10	Support the linkage of regional and community-level transportation systems, including multi-modal networks.
Goal TD-1	Residents can live, work, learn, and recreate in a transit-oriented community.

Goal/Policy	Description
Goal TD-2	Transit-oriented developments (TODs) are vibrant, job-rich areas providing quality work opportunities to residents of the community
Goal TD-3	Development in TODs supports transit use, encourages active transportation connectivity, and revitalizes station areas.
Goal ED-2	Capitalize on Florence-Firestone's regional location, access to transit, and existing economic resources.
Goal R-2	Development of new higher density housing is located near transit stations and along major corridors.
Policy R-2.1	Facilitate by-right development of higher-density mixed-use and multi-family housing along major corridors and within walking distance of transit stations.
Policy R-2.3	Locate higher residential density housing, including senior, affordable, and mixed-income housing along major commercial corridors, near transit stops, and adjacent to public service facilities and ensure context-sensitive design.

Source: LA County, 2017

3.4.7 City of Huntington Park General Plan

The *City of Huntington Park 2030 General Plan* (City of Huntington Park 2017) and *2008-2014 Housing Element of the City of Huntington Park General Plan* (City of Huntington Park 2009) identifies strategies and programs that focus on preserving and improving housing and neighborhoods; providing adequate housing sites; assisting in the provision of affordable housing; removing governmental and other constraints to housing investment; and promoting fair and equal housing opportunities. Table 3.5 lists the applicable community and neighborhood policies of the *Draft General Plan 2030* and *Housing Element Update*.

Table 3.5. City of Huntington Park General Plan Relevant Policy

Policy	Description
Mobility & Circulation Element	
Policy 7	City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the Eco-Rapid Transit Authority.
Housing Element	
Policy 1	The City of Huntington Park shall promote the maintenance of the existing housing units and shall require property owners to maintain their housing so the units are safe, healthful, and aesthetically pleasing.

Source: City of Huntington Park, 2017; City of Huntington Park, 2009

3.4.8 City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* (City of Bell 2018a) includes the Land Use and Sustainability, Resource Management, Health and Safety, Mobility and Circulation, and Housing Elements. The General Plan considered issues related to the City's housing conditions, neighborhood preservation, infill opportunities for mixed-use development, and commercial revitalization. Table 3.6 lists the applicable community and neighborhood policies of the *City of Bell 2030 General Plan*.

Table 3.6. City of Bell 2030 General Plan Relevant Policies

Policy	Description
Land Use and Sustainability Element	
Policy 1	The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City's Zoning Code and map shall also be updated to ensure conformity with the General Plan.
Policy 3	The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.
Policy 17	The City of Bell shall encourage quality residential development to achieve neighborhood stability through site inspections of new development.
Policy 18	The City of Bell shall promote a range of residential land uses (single-family, multiple-family, etc.) to accommodate existing and future housing needs. The City shall review and update the Zoning Code to ensure that it promotes a range of housing densities to meet the diverse needs and lifestyles of residents.
Policy 28	The City of Bell shall encourage mixed- use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. The City shall encourage the assembling of adjoining small or odd shaped parcels in order to create more viable developments. Finally, the City shall market the new Mixed-Use land use designation to the development community.
Mobility & Circulation Element	
Policy 1	The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Metro, and ECO Rapid Transit.
Housing Element	
Policy 1	The City of Bell shall promote the maintenance of the existing housing units throughout the City. The City shall proactively seek grants that may be made available to residents to maintain and rehabilitate their housing units. The City shall establish a residential code compliance task force.
Policy 4	The City of Bell shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. A Housing Relocation Plan must be established prior to any demolition of housing.
Policy 8	The City of Bell shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing. Any agency looking into development with removal of residential units shall be required to provide either relocation or replacement housing prior to the development's implementation.
Policy 25	The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

Source: City of Bell, 2018

3.4.9 City of Cudahy 2040 General Plan

The *Cudahy 2040 General Plan* (City of Cudahy 2018a) includes the Land Use, Housing, Circulation, Open Space and Conservation, Economic Development, Safety, Air Quality, and Noise Elements. The City's *Housing Element* (City of Cudahy 2014) provides housing goals, policies, and programs for the purpose of meeting the housing needs of the City throughout the 2013-2021. Table 3.7 lists the applicable community and neighborhood goal and policy of the *Cudahy 2040 General Plan*.

Table 3.7. City of Cudahy 2040 General Plan Relevant Goals and Policies

Goal/Policy	Description
Housing Element	
Goal 4	The City of Cudahy will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.
Land Use Element	
Policy LUE 3.13	Encourage site design that accommodates people with mobility impairment, especially in sidewalks, transit access points, and in public spaces such as plazas, pocket parks, and community gardens.

Source: City of Cudahy, 2018; City of Cudahy, 2014

3.4.10 City of South Gate General Plan 2035

The *City of South Gate General Plan 2035* (City of South Gate 2009) includes the Community Design, Mobility, Economic, Green City, Healthy Community, Public Facilities and Services, and Noise Elements. The *City of South Gate Housing Element* (City of South Gate 2014) provides housing goals, policies, and programs for the purpose of meeting the housing needs of South Gate throughout the 2013-2021. Table 3.8 lists the applicable community and neighborhood goals, objectives, and policies of the *City of South Gate General Plan 2035*.

Table 3.8. City of South Gate 2035 General Plan Relevant Goals, Objectives, and Policies

Goal/Objective/Policy	Description
Community Design Element	
Goal CD 3	Integrated land use and transportation development that encourages walking, biking and the use of public transportation.
Objective CD 3.1	TOD in the City.
Objective CD 4.1	Preserve the character of existing neighborhoods.
Housing Element	
Goal HE 3	Preserved and enhanced residential neighborhoods.
Mobility Element	
Policy ME 2.2. P.1	The City should work with Metro to improve the coverage of transit service in South Gate, by providing transit routes that more directly serve residential neighborhoods.

Goal/Objective/Policy	Description
Policy ME 2.2. P.6	The City should establish a transit hub near the intersections at Firestone and Atlantic Boulevards. The transit hub will likely accommodate bus transit at first, with a potential expansion to include trains.
Policy ME 2.2. P.7	The City should encourage and support all potential rail transit serving the City, including a high speed, grade separated, and environmentally friendly transit system along the Union Pacific Railroad right-of-way.
Policy ME 2.2. P.8	The City should actively promote the use of transit within the City.
Policy ME 2.3. P.6	The City should encourage development of park and ride lots at rail stations and transit centers and near freeway interchanges to encourage ridesharing and transit use.

Source: City of South Gate, 2009; City of South Gate, 2014

3.4.11 City of South Gate Gateway District Specific Plan

The *City of South Gate Draft Gateway District Specific Plan* (City of South Gate 2019) defines goals for a livable, vibrant and pedestrian-friendly area, while alleviating traffic on Firestone Boulevard and Atlantic Avenue. The *Draft Gateway District Specific Plan* would guide the future redevelopment of a model mixed-use, pedestrian- and transit-oriented community, centered on the future Firestone Station in the District. This Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development, and encourages desired patterns of activity, land uses, and development types, to promote TODs. Table 3.9 lists the applicable community and neighborhood goals of the *Draft Gateway District Specific Plan*.

Table 3.9. City of South Gate Gateway District Specific Plan Relevant Goals

Goals	Description
Land Use Element	
Goal 2	Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles traveled.
Goal 3	Support establishment of the Gateway District LRT Station through a mix of land uses, destinations for economic vitality, and public safety improvements.

Source: City of South Gate, 2019

3.4.12 City of South Gate Hollydale Village Specific Plan

The *Hollydale Village Specific Plan* (City of South Gate 2017) is a South Gate-initiated plan to demonstrate a clear vision for Hollydale with the anticipated arrival of the Project and proposed Gardendale and I-105/ C Line Stations in the vicinity. The *Hollydale Village Specific Plan* would revitalize the Hollydale Village community and improve access to all modes of active transportation, including transit, walking and bicycling. The *Hollydale Village Specific Plan* would also encourage TODs, promote active transportation, reduce vehicles miles traveled, improve access to regional open space resources, and create community benefits. Table 3.10 lists the applicable community and neighborhood policies of the *Hollydale Village Specific Plan*.

Table 3.10. City of South Gate Hollydale Village Specific Plan Relevant Policies

Policy	Description
Land Use Element	
Policy 5.1	Coordinate with Metro, County of Los Angeles, and the City of Downey to integrate the planned development of the Eco-Rapid Station and the Rancho Los Amigos Campus with the Hollydale area, including creating pedestrian linkages and open space connections.
Policy 5.2	Coordinate with Metro to minimize the impacts of traffic and parking related to the Green Line I-105 Transfer Station on the adjacent residential neighborhoods.
Policy 5.3	Provide a variety of housing choices within walking distance of the Eco-Rapid Gardendale Station.
Policy 6.2	Enhance access to transit and the future Metro Eco-Rapid Stations.
Policy 6.5	Efficiently manage the supply and demand of parking to accommodate customer and commuter parking, and encourage the use of shared parking where possible.

Source: City of South Gate, 2017

3.4.13 City of Downey Vision 2025

The *City of Downey General Plan (Vision 2025)* (City of Downey 2005) includes the Land Use, Circulation, Housing, Conservation, Safety, Noise, Open Space, Design, and Economic Development Elements. The City's *2014-2021 Housing Element* (City of Downey 2013) provides housing goals, policies, and programs for the purpose of meeting the housing needs of the City throughout the 2014-2021. Table 3.11 lists the applicable community and neighborhood programs of the *City of Downey General Plan*.

Table 3.11. City of Downey General Plan (Vision 2025) Relevant Programs

Program	Description
Land Use Element	
Program 1.1.4.3	Promote the establishment of transit-oriented developments (TOD) within walking distance of the Green Line Station at Lakewood Boulevard & I-105 Freeway.
Program 1.2.1.1	Promote project designs that reduce dependency on vehicles and promote pedestrian, transit, and alternate modes of travel.
Program 1.2.1.3	Promote commercial and residential uses in proximity to transit stops to reduce dependency on vehicles.

Source: City of Downey, 2005; City of Downey, 2013

3.4.14 City of Paramount General Plan

The *City of Paramount General Plan* (City of Paramount 2007) includes the Land Use, Transportation, Resource Management, Health and Safety, Economic Development, and Public Facilities elements. Table 3.12 lists the applicable community and neighborhood policies of the *City of Paramount General Plan*.

Table 3.12. City of Paramount General Plan Relevant Policies

Policy	Description
Housing Element	
Issue Area 3.4.1 Policy 1.2	The City will strive to ensure that future development in Paramount does not adversely impact the existing residential neighborhoods.
Land Use Element	
Policy 6	The City of Paramount will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Paramount.
Policy 7	The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.
Transportation Element	
Policy 6	The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.
Policy 10	The City of Paramount will encourage new and existing businesses to include those improvements that will promote the use of alternative forms of transit.
Policy 11	The City of Paramount will continue to support the local public transit system and ongoing efforts to improve connections with other regional transit facilities and services (MTA bus service, Long Beach Transit, Green Line, etc.)

Source: City of Paramount, 2007

3.4.15 City of Bellflower General Plan

The *City of Bellflower General Plan 1995-2010* (City of Bellflower 1994) includes the Circulation Element was last updated in 1997, and the Housing Element updated in 2013. Table 3.13 lists the applicable community and neighborhood goals and policies of the *City of Bellflower General Plan*.

Table 3.13. City of Bellflower General Plan Relevant Goals and Policies

Goal/ Policy	Description
Housing Element	
Policy 5.2	Create mixed-use opportunities along key commercial corridors as a means of providing housing in close proximity to services and transit, enhancing pedestrian activity and community interaction.
Circulation Element	
Goal 3	Provide residents and business occupants in the City of Bellflower with a convenient and viable public transportation system.
Policy 3.3	Enhance the transit system's operations and efficiency, by coordinating regional and County Smart Shuttle proposals.

Source: City of Bellflower, 1997; City of Bellflower, 2013

3.4.16 City of Artesia General Plan 2030

The *City of Artesia General Plan 2030* (City of Artesia 2010) includes the Community Development and Design, Community Resources and Wellness, Community Culture and Economy, and Sustainability Elements. The *City of Artesia 2014-2021 Housing Element* (City of Artesia 2014) provides housing goals, policies, and programs for the purpose of meeting the housing needs of Artesia throughout the years between 2014 and 2021. Table 3.14 lists the applicable community and neighborhood policies of the *City of Artesia General Plan*.

Table 3.14. City of Artesia General Plan 2030 – Relevant Policies

Policy	Description
Circulation and Mobility Sub-Element	
Policy CIR 5.1	Promote the use of public transit.
Land Use Sub-Element	
Policy LU 1.3	Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.
Sustainability Element	
Policy Action SUS 5.1.7	Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.

Source: City of Artesia, 2014

3.4.17 City of Cerritos General Plan

The *City of Cerritos General Plan* (City of Cerritos 2004) links the city's community values, visions and objectives with the way the city uses its public and private land and other community resources. Table 3.15 lists the applicable community and neighborhood goal of the *City of Cerritos General Plan*.

Table 3.15. City of Cerritos General Plan – Relevant Goals

Goal	Description
Land Use Element	
Goal LU-11	Preserve and enhance existing community and neighborhood character and sense of place.

Source: City of Cerritos, 2004

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Affected Area Communities and Neighborhoods

The Affected Area includes approximately 19-miles of alignment through or adjacent to portions of the following jurisdictions: cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. As previously described in Section 1.5, the Affected Area is defined as those areas located 0.25-miles along both sides of the proposed alignments, parking facilities, and MSF site options; and 0.5-miles around the proposed station areas. For purposes of this analysis, the Central City, Central City North, and Southeast Los Angeles CPAs in the City of Los Angeles and the unincorporated Florence-Firestone community of LA County are considered established communities within the Affected Area. For all other jurisdictions within the Affected Area (Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos), each jurisdiction is considered an established community unless there are specific subareas of concern. In addition, residential areas are considered neighborhoods. Potential impacts on communities and neighborhoods are focused on the communities within the Affected Area.

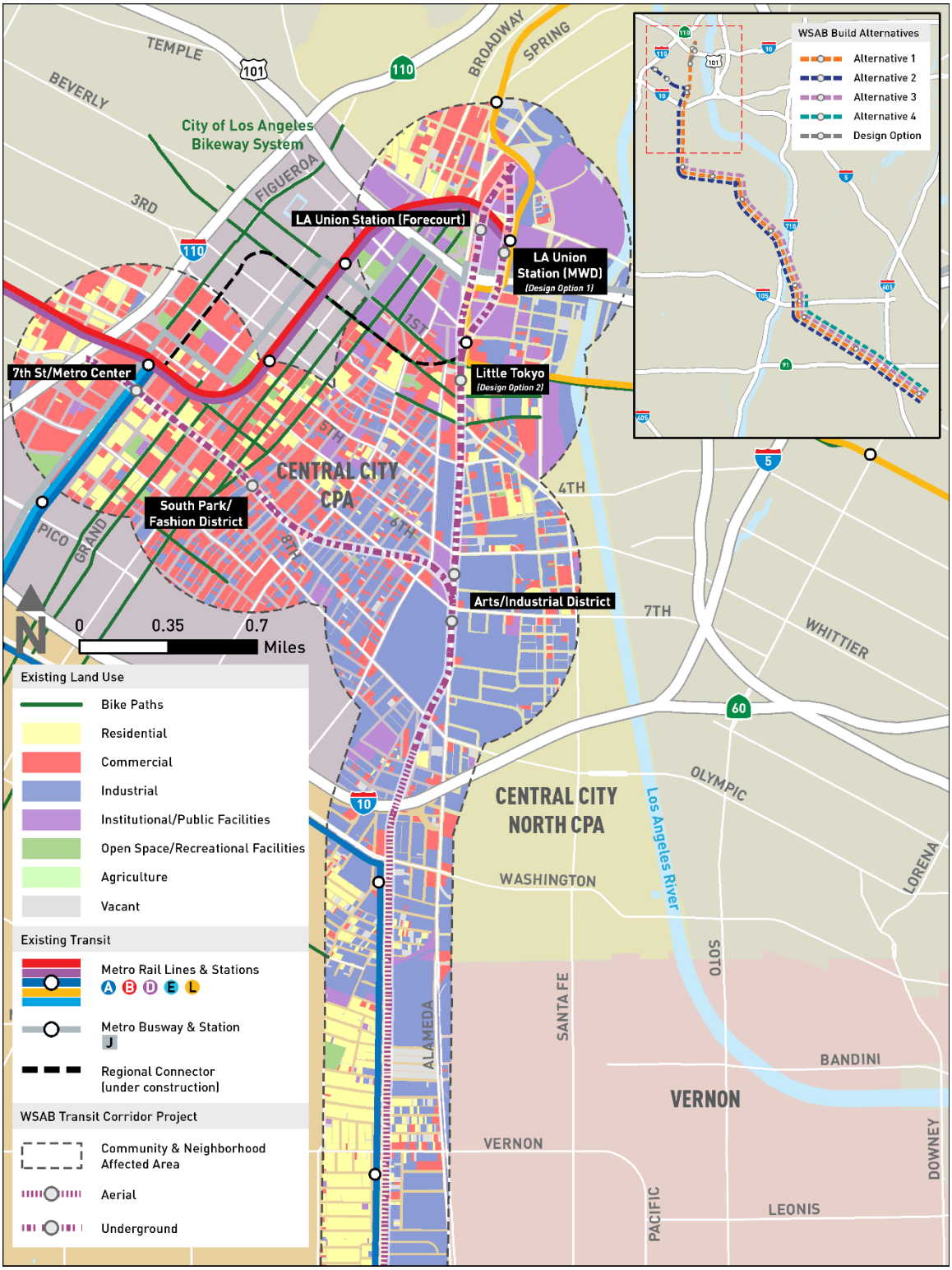
Figure 4-1 shows the communities located in the Affected Area of the Build Alternatives. Figure 4-2 through Figure 4-6 illustrate the distribution of land uses for each community to provide greater context to the community descriptions below. Community facilities located within 0.5 mile of the proposed station areas are also identified.

Refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2021a) for a detailed discussion and analysis of land uses in the Affected Area and *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2021e) for a detailed discussion and analysis of community facilities located in the Affected Area.

Figure 4-1. Communities Located within the Affected Area

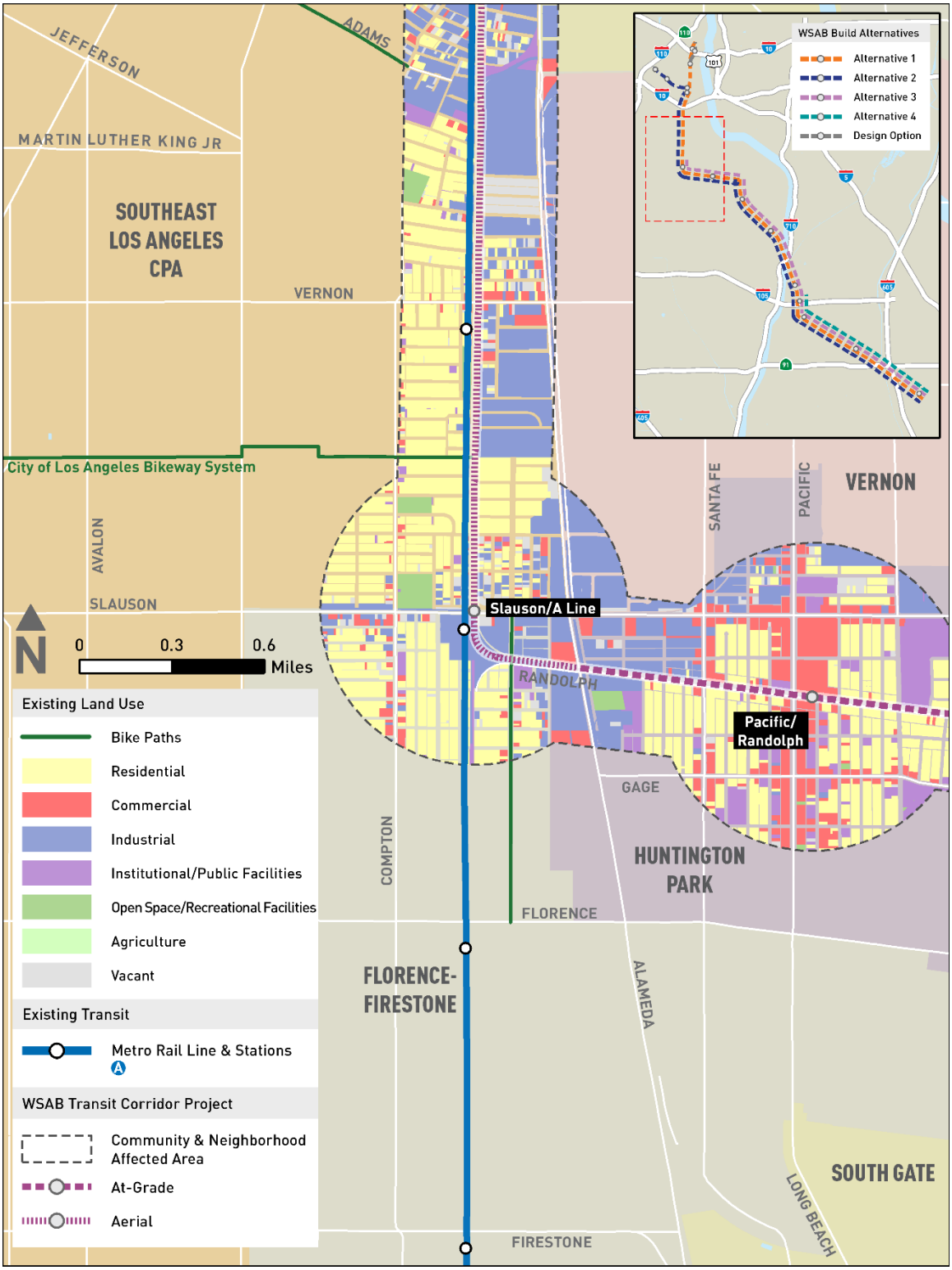
Source: TAHA, 2021.

Figure 4-2. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the Proposed Stations (from Union Station to Southeast Los Angeles)



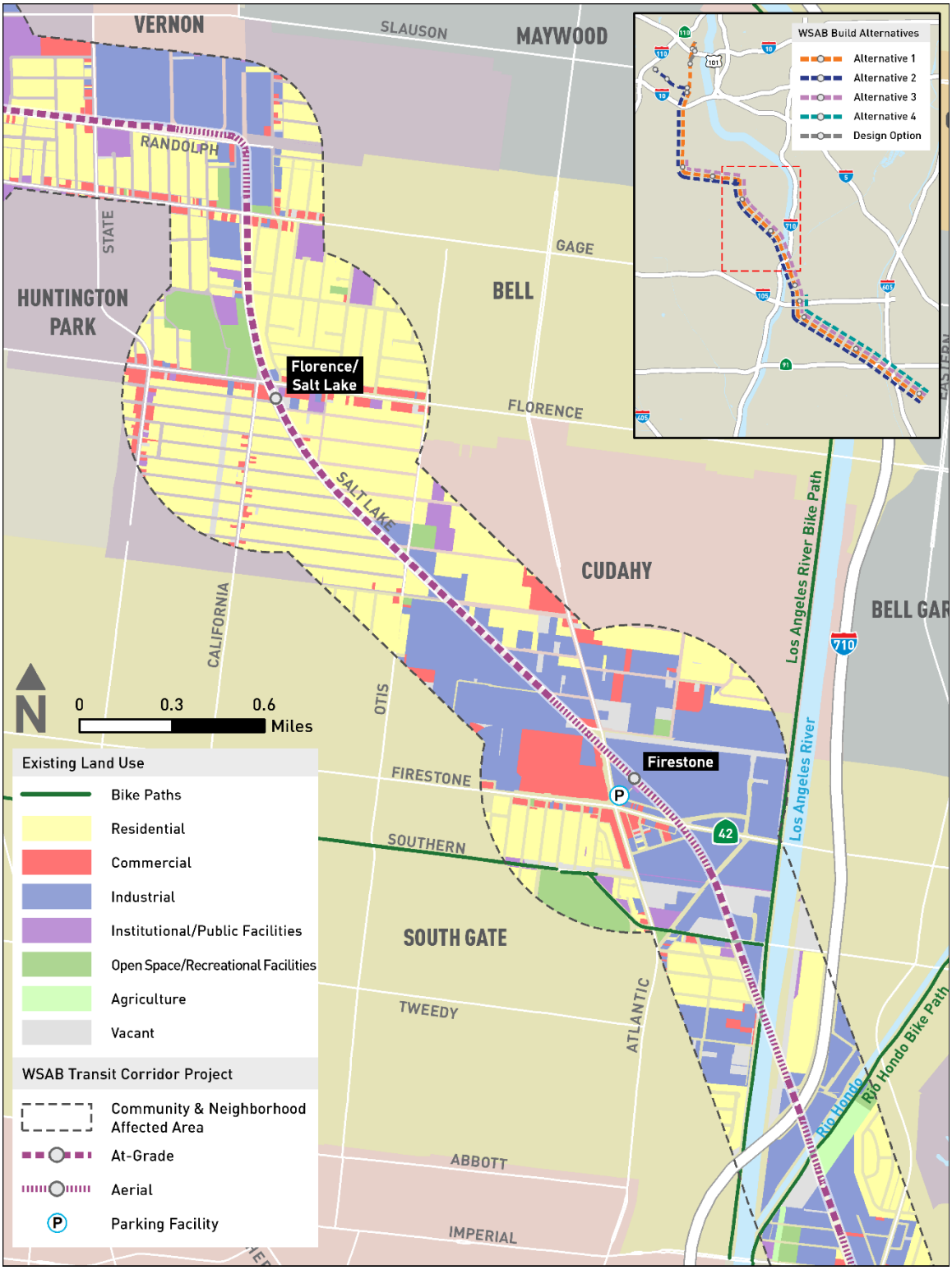
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-3. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the Proposed Stations (from Southeast Los Angeles to City of Huntington Park)



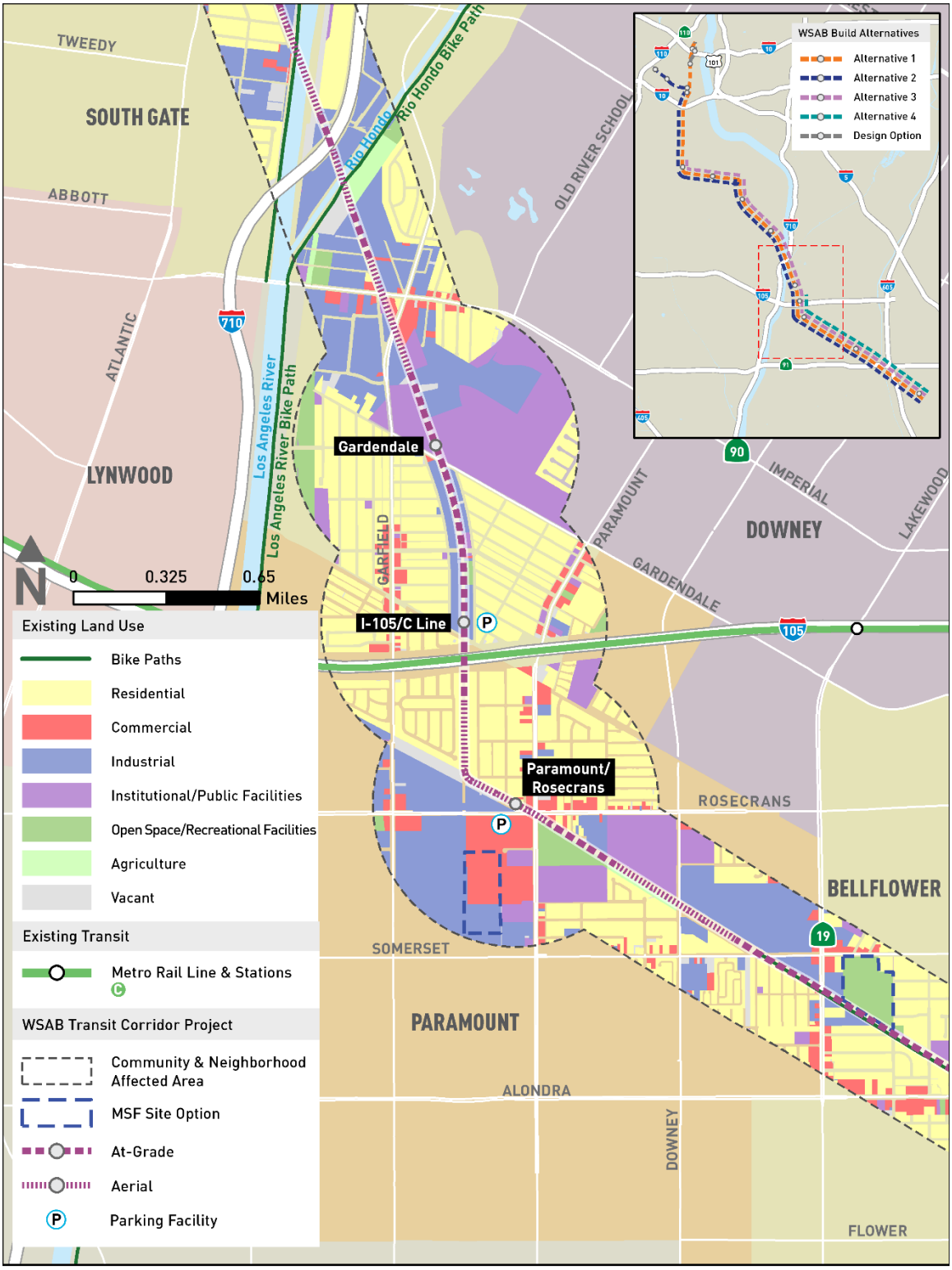
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-4. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the Proposed Stations (from City of Huntington Park to City of South Gate)



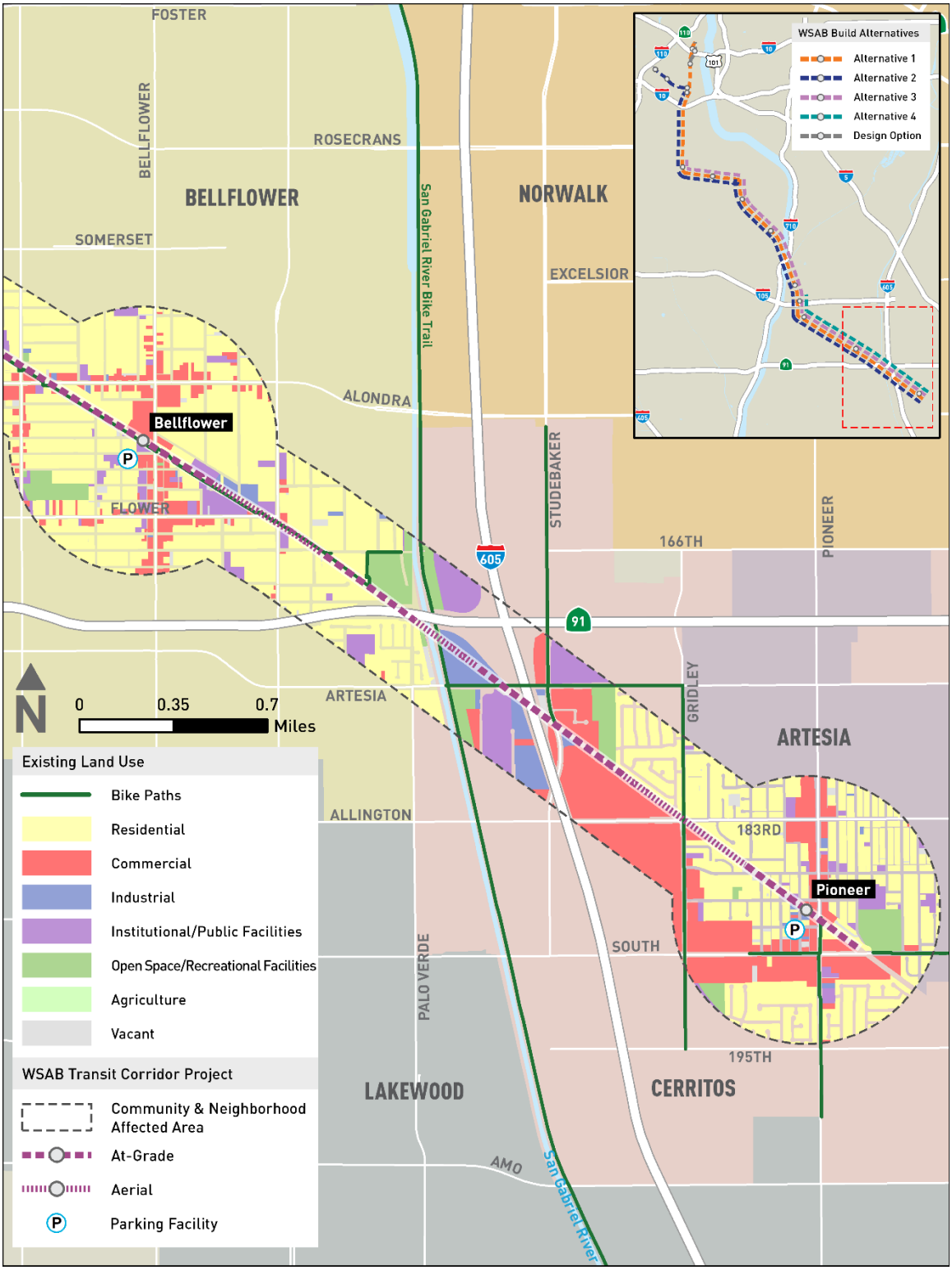
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-5. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the Proposed Stations (from City of South Gate to City of Bellflower)



Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-6. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the Proposed Stations (from City of Bellflower to City of Artesia)



Source: LA County Assessor, 2016; TAHA, 2021

4.1.1 Central City North

The Central City North community is located in the City of Los Angeles. The Central City North community encompasses approximately 3.1 square miles and is bounded by Stadium Way, Lilac Terrace, and North Broadway to the north; LA River to the east; City of Vernon to the south; and Marview Avenue, Sunset Boulevard, Cesar Chavez Avenue, and Alameda Street to the west. This community is surrounded by the City of Los Angeles communities of Silver Lake -Echo Park-Elysian Valley and Northeast Los Angeles to the north, Boyle Heights to the east, and Central City and Southeast Los Angeles to the west. The Central City North community has a residential population of approximately 24,180 residents with a majority identifying as Asian (38.3 percent) (US Census Bureau 2016).

Land uses in the Central City North community within the Affected Area consist of primarily industrial and institutional/public facility uses, with industrial, institutional/public facility uses, and limited commercial uses adjacent to both sides of the proposed alignment (Alternative 1). Residential uses along and adjacent to the proposed alignment are limited and identified on both sides of the proposed alignment in the Little Tokyo neighborhood (near the Little Tokyo Station [Design Option 2]) and sporadically on the east side of the proposed alignment, south of Washington Avenue.

The majority of the Central City North community is developed with industrial businesses. The entire area south of US-101 freeway between Alameda Street and the LA River is a major industrial district, consisting of a variety of different industrial activities. An artists-in-residence neighborhood is located in this large industrial district. A smaller industrial district is located in the northeastern corner of Central City North. Government facilities are generally located around LAUS and just south of US-101 freeway.

Nearly all of the housing in Central City North is low- and mid-rise multi-family. A large residential neighborhood, which is where most of the residential housing in Central City North can be found, is generally located north of US-101 freeway and west of Alameda Street. An artists-in-residence community is located south of US-101 freeway and generally between 1st Street, the LA River, 6th Street, and Alameda Street and is primarily made up of old warehouses that have been converted to artist lofts and studios.

The Chinatown commercial district, which is generally bounded by Main Street, Bernard Street, I-110 freeway, Yale Street, and Cesar Chavez Avenue, is the commercial hub of Center City North and is also considered an important tourist destination to the community. Restaurants, retail businesses, banks, and professional offices make up an ethnically distinct commercial district that attracts people from the entire region.

Alternatives 1 and 2 traverse along the westerly boundary of this community. Table 4.1 lists the community assets located in Central City North CPA, Central City CPA, and Southeast CPA of the City of Los Angeles and within 0.5 mile of the WSAB stations.

Table 4.1. Community Assets in the City of Los Angeles

Build Alternative [2]	Station Area [1]	Community Asset	Address
Central City North Los Angeles			
1, DO 1	LAUS (Forecourt/ MWD)	Chinatown Branch Library	639 N Hill St
1, DO 1	LAUS (Forecourt/ MWD)	Velveteria: The Museum of Velvet Art	711 New High St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Temple Medical Center	127 Vignes St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Hompa Hongwanji Buddhist Temple	815 1st St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Nishi Hongwanji Child Development Center	815 1st St
1, DO 2	Little Tokyo (Optional) Arts/Industrial District	Southern California Institute of Architecture	960 3rd St
1, DO 2	Little Tokyo (Optional) Arts/Industrial District	A+D Architecture and Design Museum	900 4th St
1, DO 2	Little Tokyo (Optional) Arts/Industrial District	The Animal Museum	421 Colyton St
1, 2	Arts/Industrial District	Institute of Contemporary Art	1717 7th St
1, 2	Arts/Industrial District	Metropolitan High School	727 Wilson St
1, 2	Arts/Industrial District	Arts District Park	501 Hewitt St
Central City Los Angeles			
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	La Petite Academy	750 Alameda St
1, DO 1	LAUS (Forecourt/ MWD)	El Pueblo de Los Angeles Historical Monument /Los Angeles Plaza Historic District Olvera Street	Cesar Chavez Ave (north), Alameda St (east), Paseo de la Plaza (south), and Main Street (west)
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Los Angeles Plaza Park	125 Paseo de la Plaza
1, DO 1	LAUS (Forecourt/ MWD)	La Plaza de Cultura y Artes	501 Main St
1, DO 1	LAUS (Forecourt/ MWD)	Pico House	424 Main St
1, DO 1	LAUS (Forecourt/ MWD)	La Iglesia De Nuestra Senora La Reina De Los Angeles/Our Lady Queen of Angels Catholic Church	535 Main St
1, DO 1	LAUS (Forecourt/ MWD)	Avila Adobe	10 Olvera St
1, DO 1	LAUS (Forecourt/ MWD)	América Tropical Interpretive Center	125 Paseo de la Plaza

Build Alternative [2]	Station Area [1]	Community Asset	Address
1, DO 1	LAUS (Forecourt/ MWD)	Italian American Museum of Los Angeles	644 Main St
1, DO 1	LAUS (Forecourt/ MWD)	Sepulveda House Museum	12 Olvera St
1, DO 1	LAUS (Forecourt/ MWD)	Gateway to Nature – Western National Parks Center	130 Paseo De La Plaza
1, DO 1	LAUS (Forecourt/ MWD)	La Plaza United Methodist Church	115 Paseo de la Plaza
1, DO 1	LAUS (Forecourt/ MWD)	Museum of Social Justice	115 Paseo de la Plaza
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Chinese American Museum	425 Los Angeles St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Pico House	424 Main St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Old Plaza Firehouse	501 Los Angeles St
1, DO 1	LAUS (Forecourt/ MWD)	Fort Moore Pioneer Memorial	451 Hill St
1, DO 1	LAUS (Forecourt/ MWD)	Cortines School of Visual & Performing Arts	450 Grand Ave
1, DO 1	LAUS (Forecourt/ MWD)	Cathedral of Our Lady of the Angels	555 Temple St
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Grand Park	200 Grand Ave
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	The Geffen Contemporary at MOCA	152 Central Ave
1, DO 1, DO 2	LAUS (Forecourt/ MWD) Little Tokyo (Optional)	Japanese American National Museum	100 Central Ave
1, DO 1	LAUS (Forecourt/ MWD)	LA Law Library	301 1st St
DO 2	Little Tokyo (Optional)	Japanese American Cultural & Community Center	244 San Pedro St
DO 2	Little Tokyo (Optional)	Higashi Honganji Buddhist Temple	505 3rd St
DO 2	Little Tokyo (Optional)	Centenary United Methodist Church	300 Central Ave
2, DO 2	Little Tokyo (Optional) South Park/Fashion District Station	San Julian Park	312 5th St
DO 2	Little Tokyo (Optional)	Union Church or Los Angeles	401 3rd St
DO 2	Little Tokyo (Optional)	Emmanuel Baptist Rescue Mission	530 5th St
DO 2	Little Tokyo (Optional)	Little Tokyo Library	203 Los Angeles St

Build Alternative [2]	Station Area [1]	Community Asset	Address
2	7th St/Metro Center	Grand Hope Park	919 Grand St
2	7th St/Metro Center South Park/Fashion District	Third Church of Christ, Scientist of Los Angeles	730 Hope St
2	7th St/Metro Center	Fashion Institute of Design and Merchandising	919 Grand Ave
2	7th St/Metro Center	The Chicago School of Professional Psychology	617 W. 7th St
2	7th St/Metro Center	Central Library	630 5th St
2	7th St/Metro Center	Maguire Gardens	5th St /Flower St
2	7th St/Metro Center South Park/Fashion District	The Hive Gallery & Studios	729 Spring St
2	7th St/Metro Center South Park/Fashion District	Orpheum Theatre	842 Broadway
2	7th St/Metro Center	Grammy Museum L.A. Live	800 Olympic Blvd
2	7th St/Metro Center	Los Angeles First United Methodist	714 Olympic Blvd
2	7th St/Metro Center	PYO Gallery	645 9th St
2	7th St/Metro Center	The Theatre at Ace Hotel	929 Broadway
2	7th St/Metro Center	Globe Theatre	740 Broadway
2	7th St/Metro Center	Staples Center	1111 Figueroa St
2	7th St/Metro Center	Microsoft Theater	777 Chick Hearn Ct
2	South Park/Fashion District	9th Street Elementary School	835 Stanford Ave
2	South Park/Fashion District	Spring Street Park	428 Spring St
1, 2	Arts/Industrial District	Gladys Park	808 6th St
1, 2	Arts/Industrial District	The Salvation Army Daycare	836 Stanford Ave
1, 2	Arts/Industrial District	Emmanuel Baptist Rescue Mission	530 5th St
Southeast Los Angeles			
1, 2, 3	Slauson/A Line	Augustus F. Hawkins Nature Park	5790 Compton Ave
1, 2, 3	Slauson/A Line	Greater Holy St. John Baptist Church	5536 Morgan Ave
1, 2, 3	Slauson/A Line	Pueblo del Rio Recreation Center	5350 Alba St
1, 2, 3	Slauson/A Line	Holmes Avenue Children Center	1810 52nd St
1, 2, 3	Slauson/A Line	Holmes Avenue Elementary School	5108 Holmes Ave
1, 2, 3	Slauson/A Line	Morning Star Church of God	1444 55th St

Build Alternative [2]	Station Area [1]	Community Asset	Address
1, 2, 3	Slauson/A Line	Slauson Recreation Center	5306 Compton Ave
1, 2, 3	Slauson/A Line	Pace Headstart	5306 Compton Ave
1, 2, 3	Slauson/A Line	Emmanuel HM Turner AME Church	5200 Compton Ave
1, 2, 3	Slauson/A Line	Shiloh Missionary Baptist Church	1511 52nd St

Source: TAHA, 2020
Notes: [1] Within 0.5 mile of the proposed WSAB stations
[2] DO = Design Option

4.1.2 Central City

The Central City community is located in the City of Los Angeles. The Central City community is approximately 3.4 square miles and located south of Sunset Boulevard/Cesar Chavez Avenue, north of I-10 freeway, east of I-110 freeway, and west of Alameda Street. This community is surrounded by the City of Los Angeles communities of Silver Lake-Echo-Park-Elysian Valley to the north, Central City North to the north and east, Southeast Los Angeles and South Los Angeles to the south, and Westlake to the west. This community has a residential population of approximately 34,890 residents with a majority identifying as White (29.7 percent) (US Census Bureau 2016).

Land uses in the Central City community within the Affected Area consist of primarily commercial and industrial uses, with these uses adjacent to both sides of the proposed alignment (Alternatives 1 and 2). Residential uses along and adjacent to the proposed alignment are limited and identified primarily in the 7th St/Metro Center Station area.

The Central City community is the governmental, financial, and industrial hub of the City of Los Angeles. Commercial districts in this community are primary concentrated towards the western portion of Central City, west of Main Street and south of 1st Street and also found scattered in other areas of the Central City community. The industrial district is generally located in the southeast quadrant of this community, east of Main Street and south of 3rd Street and is characterized by a variety of industrial uses (i.e., garment wholesaling, produce, toy, electronic, flower wholesaling, food processing, and other wholesaling uses.)

Housing in the Central City community is comprised primarily of multi-family dwellings that are generally found in areas with commercial or industrial businesses. The South Park area of Central City, bounded by 8th Street to the north, Main Street to the east, I-10 freeway to the south, and I-110 freeway to the west, has a high concentration of residential housing. Smaller concentrations of residential housing are also found near the northwestern portion of the Central City community (bounded by 1st Street to the north, Hill Street to the east, 4th Street to the south, and Figueroa Street to the west) and in the center of the Central City community (bounded by Los Angeles Street to the west, Winston Street to the north, San Pedro Street to the east, and 7th Street to the south). Central City has two ethnically distinct districts: El Pueblo de Los Angeles and the Little Tokyo community. El Pueblo de Los Angeles is considered the birthplace of the City of Los Angeles and is located north of US-101 freeway and west of Alameda Street. Little Tokyo has a large Japanese-American community and is generally

located towards the northeastern portion of Central City, bounded by Jackson Street to the north, Alameda Street to the east, 3rd Street to the south, and Los Angeles Street to the west.

Alternative 2 is located within this community and Alternative 1 traverses along the easterly boundary of this community. Table 4.1 lists the community assets located in Central City CPA and within 0.5 mile of the WSAB stations.

4.1.3 Southeast Los Angeles

The Southeast Los Angeles community is located in the City of Los Angeles. The Southeast Los Angeles community is approximately 16 square miles and bounded by I-10 freeway to the north; Figueroa Street and Broadway to the west; Imperial Highway and 120th Street to the south; and Alameda Street, Central Avenue, and Mona Boulevard to the east. This community is surrounded by the City of Los Angeles communities of Central City and Central City North to the north; the City of Los Angeles community of South Los Angeles to the west, the unincorporated LA County Florence-Firestone community and the City of Los Angeles community of Harbor-Gateway to the south; and the City of Vernon to the east. This community has a residential population of approximately 286,090 residents with a majority identifying as Hispanic/Latino (80.3 percent) (US Census Bureau 2016).

Land uses in the Southeast Los Angeles community within the Affected Area consist of primarily industrial and residential uses, with residential uses located along the west side of the proposed alignment (Alternatives 1, 2, and 3) along Long Beach Avenue from 27th Street south to Slauson Avenue. Residential uses are also located adjacent to the alignment on the east side of the proposed alignment south of 51st E. Street.

Residential neighborhoods occupy more than half of the community's area with commercial businesses generally concentrated along Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, Compton Avenue, Wilmington Avenue, Florence Avenue, and Manchester Avenue. Martin Luther King Jr. Boulevard and Vernon Avenue have a mix of commercial development and residential housing. These commercial corridors generally separate the residential neighborhoods. Industrial development is concentrated in the northern portion of the community with smaller industrial clusters in the middle and southern portion of the community.

Alternative 1, 2, and 3 are located along the boundary between this community and the Florence-Firestone community. Table 4.1 lists the community assets located in the Southeast CPA and within 0.5 mile of the WSAB stations.

4.1.4 Vernon

Vernon, incorporated in 1905, is approximately 5.2 square miles and bounded by the Central City North and Boyle Heights community in the City of Los Angeles, and City of Commerce; the Southeast Los Angeles community in the City of Los Angeles to the west; Huntington Park to the south, and Maywood and Bell to the east. This community has a residential population of approximately 40 residents with a majority identifying as Hispanic/Latino (68.3 percent) (US Census Bureau 2016). Land uses in the Vernon community within the Affected Area consist of primarily industrial uses and no residential uses are located along the proposed alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, towards the center of the community and surrounding City Hall.

The Project alignment travels along the southerly boundary of Vernon community, and no stations are proposed in or adjacent to this community. The proposed Slauson/ A Line Station is approximately 0.3 mile west of this community. No community assets in Vernon are located within 0.5 mile of the proposed Slauson/A Line Station.

4.1.5 Florence-Firestone

The unincorporated Florence-Firestone community is approximately 3.6 square miles and surrounded by the City of Los Angeles community of Southeast Los Angeles to the north, west, and south; Huntington Park to the northeast, unincorporated Walnut Park community, and South Gate to the east. This community has a residential population of approximately 63,180 residents with a majority identifying as Hispanic/Latino (90.8 percent) (US Census Bureau 2016).

Land uses in the Florence-Firestone community within the Affected Area consist of primarily residential uses with limited industrial uses. The industrial uses are located adjacent to the Slauson/A Line Station and proposed alignment (Alternatives 1 and 2). The residential uses are located south and east of the abutting industrial uses.

The Florence-Firestone community is primarily comprised of residential neighborhoods generally separated by commercial corridors. Commercial businesses are concentrated along major transportation corridors, such as along Compton Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard. Gage Avenue has a mix of residential housing and commercial development. The community has clusters of industrial development, especially along Alameda Street. Industrial development is also concentrated in the northern portion of the community.

The Slauson/A Line Station would be located along the boundary between the unincorporated Florence-Firestone community and the Southeast Los Angeles community. Table 4.2 lists the community assets located in the Florence-Firestone community and within 0.5 mile of the proposed Slauson/A Line Station.

Table 4.2. Community Assets in Florence-Firestone community

Station Area[1]	Community Asset	Address
Slauson/A Line	Alliance Kory Hunter Middle School	5886 Compton Ave
	Iglesia Universal del Reino de Dios	6000 Compton Ave
	El Parque Nuestro	1675 Gage Ave
	Iglesia de Cristo Restauracion	1561 Gage Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.6 Huntington Park

Huntington Park, incorporated in 1906, is approximately 3 square miles and bounded by Vernon to the north, Bell, Maywood, and Cudahy to the east, South Gate to the south, and unincorporated Florence-Firestone community to the west. This urbanized community has a residential population of approximately 59,003 residents with a majority identifying as Hispanic/Latino (97.3 percent) (US Census Bureau 2016).

Land uses in the Huntington Park community within the Affected Area consist of a mix of residential, industrial, commercial, and institutional/park facilities uses. Land uses adjacent to the alignment (Alternatives 1, 2, and 3) along Randolph include industrial, commercial, and residential land uses on both sides of the track. South of Gage Avenue to Florence Avenue, the residential uses are limited, and Salt Lake Park is located west of the proposed alignment. South of Florence Avenue to Santa Ana Street, residential uses are located adjacent to the proposed alignment on the west side.

The Central Business District of Huntington Park is concentrated along Pacific Boulevard and serves as a regional shopping district for East Central Los Angeles. Gage Avenue and Florence Avenue are also characterized by major commercial businesses that serve the community. Residential neighborhoods, consisting of single-family and multi-family homes often existing side by side, are generally located in and around the surrounding major commercial boulevards. The residential neighborhoods are generally divided by the Central Business District along Pacific Boulevard, the La Habra Branch ROW along Randolph Street, and the San Pedro Subdivision ROW at the eastern end of Huntington Park.

The UPRR-owned rail ROW located in the center of Randolph Street is currently unfenced and can be crossed at intersections and informally at mid-block, allowing residents in the neighborhoods north of Randolph Street to move and interact with residents in the neighborhoods south of the rail ROW. Portions of the San Pedro Subdivision ROW at the eastern end of the community generally abuts the rear of properties along one or both sides of the rail ROW. A majority of the San Pedro Subdivision ROW is unfenced and located in the center of Salt Lake Avenue, along the eastern boundaries of the community. The San Pedro Subdivision ROW generally divides the residential neighborhood at the northeastern end of the community, as well as the residential neighborhoods in the adjacent communities of Bell and Cudahy, from the community's residential neighborhoods west of the north-south rail ROW. Similar to the La Habra Branch ROW, most of the San Pedro Subdivision ROW can be crossed at intersections and informally at mid-block.

The Pacific/Randolph Station and Florence/Salt Lake Station would be located in Huntington Park. Table 4.3 lists the community assets located within 0.5 mile of the proposed stations.

Table 4.3. Community Assets in Huntington Park

Build Alternative	Station Area [a]	Community Asset	Address
1, 2, 3	Pacific/ Randolph	UEI College	6055 Pacific Blvd
		Aspire Pacific Academy	2565 58th St
		Pacific Boulevard Elementary School	2660 57th St
		St. Martha Parish	6012 Seville Ave
		Aspire Huntington Park Charter School	6005 Stafford Ave
		Iberoamerica Assembly of God	2805 Belgrave Ave
		Huntington Park High School	6020 Miles Ave
		San Antonio Continuation School	2945 Belgrave Ave
		Henry T. Gage Middle School	2880 Gage Ave
		Huntington Park Library	6518 Miles Ave
		Agape Christian Fellowship	6301 Miles Ave
		Aspire Antonio Maria Lugo Academy	2665 Clarendon Ave
		Mexican American Opportunity Preschool	2650 Zoe Ave
		First United Methodist Church of Huntington Park	2660 Gage Ave
		Middleton Street Elementary School	6537 Malabar St
		Parroquia Sagrada Familia Church	6401 Rugby Ave
		The Church of Jesus Christ of Latter-Day Saints	6531 Middleton St
		Iglesia Adventista del Septimo Dia Church	6300 Stafford Ave
1, 2, 3	Florence/Salt Lake	Salt Lake Park	3401 E. Florence Ave
		Jehovah Witness Church	3700 E. Florence Ave
		Iglesia Asamblea de Dios Sinai Church	7401 State St
		Lucille Roybal-Allard Elementary School	3232 Saturn Ave
		Hope Street Elementary School	7560 State St

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.7 Bell

The City of Bell, incorporated in 1927, is approximately 2.8 square miles and bounded by Maywood to the north, Bell Gardens to the east, Cudahy to the south, and Huntington Park to the north and west. Bell has a residential population of approximately 35,998 residents with a majority identifying as Hispanic/Latino (92.2 percent) (US Census Bureau 2016).

Land uses in the Bell community within the Affected Area consist of industrial, institutional/public facility uses, commercial, and residential uses. The residential uses are

adjacent to the east side of the proposed alignment (Alternatives 1, 2, and 3), between Gage Avenue and Florence Avenue.

Bell consists of two district areas connected by the LA River and the I-710 freeway. The "Cheli Industrial Area" is developed exclusively with industrial buildings and the "Central City" contains residential neighborhoods and supporting commercial areas. Within the "Central City", a small industrial district is situated on the west side of Salt Lake Avenue and the Metro-owned rail ROW. This area also has a residential neighborhood that is divided by commercial corridors along Gage Avenue, Florence Avenue, Atlantic Avenue, and the San Pedro Subdivision ROW. The residential communities are characterized with predominately multi-family homes intermingled with single-family homes. Two small residential neighborhoods south of Florence Avenue generally blend in with the adjacent residential neighborhoods in Cudahy. The residential neighborhood on the west side of the San Pedro Subdivision ROW blends in with the adjacent residential neighborhood in Huntington Park. Schools and other public facilities are scattered throughout the "Central City".

The Project alignment traverses through the Bell community, and no stations are proposed in this community. The nearest station to the City of Bell is the proposed Florence/Salt Lake Station located in Huntington Park, which is adjacent to the most southwestern boundary of Bell. Table 4.4 lists the community assets located in Bell and within 0.5 mile of the proposed WSAB station.

Table 4.4. Community Assets in Bell

Build Alternative	Station Area[1]	Community Asset	Address
1, 2, 3	Florence/Salt Lake Station	Orchard Academies (Magnolia Science Academy, Arts & Media Academy, Global Studies and Technology Academy)	6411 Orchard Ave
		Ernest Debs Park	3700 Gage Ave
		Camp Little Bear Park and Lodge	6704 Orchard Ave
		Corona Avenue Elementary School	3825 Bell Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.8 Cudahy

Cudahy, incorporated in 1960, is approximately 1.08 square miles and bounded by the cities of Bell to the north, Bell Gardens to the east, South Gate to the south, and Huntington Park to the west. Cudahy has a residential population of approximately 24,138 residents with a majority identifying as Hispanic/Latino (96.2 percent) (US Census Bureau 2016).

Land uses in the Cudahy community within the Affected Area consist of primarily industrial and residential uses. The residential uses are adjacent to the east side of the proposed alignment (Alternatives 1, 2, and 3), between Florence Avenue and Santa Ana Street. Industrial uses are adjacent to the proposed alignment south of Santa Ana Street to Patata Street.

Cudahy is located south of several industrial districts located in the cities of Los Angeles, Vernon, Huntington Park, Commerce, and Montebello, and northwest of Santa Fe Springs. Industrial districts are generally situated within the southern portion of the community and along Salt Lake Avenue. The commercial corridor is generally situated along Atlantic Avenue

with residential neighborhoods located both east and west of Atlantic Avenue. The residential neighborhoods and commercial corridor serve the workers of the nearby industrial districts within and in the vicinity of the community. Residential neighborhoods include mainly single-family homes interspersed with multi-family residential developments.

The Project alignment traverses along Cudahy boundaries, and no proposed stations would be located within this community. The nearest stations are Florence/Salt Lake Station located adjacent to the northwestern boundary of Cudahy and Firestone Station approximately 0.2 mile from the southern boundary of Cudahy. No major community assets in Cudahy are located within 0.5 mile of any of the proposed stations.

4.1.9 South Gate

South Gate, incorporated in 1923, is approximately 7.5 square miles and bounded by the cities of Huntington Park to the north, unincorporated Los Angeles County to the north and west, Cudahy and Bell Gardens to the northeast, Downey to the east, and Lynwood and Paramount to the south. South Gate has a residential population of approximately 95,350 residents with a majority identifying as Hispanic/Latino (95.5 percent) (US Census Bureau 2016).

Land uses in the South Gate community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Industrial uses and institutional/public facilities uses are located along both sides of the proposed alignment (Alternatives 1, 2, and 3). Residential uses adjacent and along the proposed alignment are limited and buffered by industrial and commercial uses.

South Gate has a diverse mix of residential neighborhoods consisting of single-family and multi-family homes, commercial businesses, industrial districts, and public facilities. South Gate is dissected by the I-710 freeway, several existing railroad lines, and the LA River and Rio Hondo Channel. Single-family residential neighborhoods are the most common type of housing found in most residential neighborhoods. Commercial districts are primarily located along major corridors and in concentrated retail nodes along Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard, and in the El Paseo/South Gate Towne Center shopping area. Other commercial districts are located along State Street, California Avenue, Atlantic Avenue, Garfield Avenue (between Lincoln Avenue and Century Boulevard), Paramount Avenue, and around the intersection of Garfield Avenue and Imperial Highway. Smaller community-serving businesses are also distributed throughout the community to serve the surrounding residential neighborhoods.

The industrial districts, consisting of heavy manufacturing, light industrial, and warehouse/distribution, are primarily concentrated in the eastern portion, northwest corner, and southwest corner of South Gate, with several smaller industrial businesses located throughout South Gate. Public facilities (i.e., schools, libraries, parks) are distributed throughout the community and serve the community's residential neighborhoods.

The Hollydale Village neighborhood is located in the southeastern portion of South Gate and loosely bounded by the I-710 freeway and LA River. The Hollydale Village neighborhood is approximately 325 acres and bisected by the San Pedro Subdivision ROW. The neighborhood is primarily developed with single-family residential homes with commercial businesses located along the major corridors of Garfield Avenue, Paramount Avenue, and Imperial Highway. Industrial businesses are located in the corridor between Center Street and Industrial Avenue and north of Gardendale Street, adjacent to Imperial Highway.

Firestone Station would be located entirely in South Gate. The I-105/C Line Station has two platforms – the WSAB platform located in South Gate and the in-fill C-Line platform in the center of the I-105 freeway located in Paramount. The proposed Gardendale Station, located in the City of Downey, is directly adjacent to the Hollydale Village neighborhood of South Gate. Table 4.5 lists the community assets located in South Gate and within 0.5 mile of the proposed WSAB stations.

Table 4.5. Community Assets in South Gate

Build Alternatives	Station Area [1]	Community Asset	Address
1, 2, 3	Firestone	Aspire Gateway Academy	8929 Kauffman Ave
		South Gate Park	4900 Southern Ave
		South Gate Foursquare Church	9512 Pinehurst Ave
1, 2, 3	Gardendale	Hollydale Veterinary Hospital	11205 Garfield Ave
		Hollydale Regional Park	5400 Monroe Ave
		Hollydale Community Seventh Day Adventist Church	11801 Utah Ave
		Hollydale Library	12000 Garfield Ave
		LA County Fire Dept, Station 57	5720 Gardendale St
		Community Faith Bible Church/ Trinity Bible Church	12025 Industrial Ave
		Hollydale Community Park & Center	12221 Industrial Ave
		American Indian Bible Church	5840 Main St
1, 2, 3, 4	I-105/C Line	Hollydale Community Park and Center	12221 Industrial Ave
		Trinity Bible Church	12025 Industrial Ave
		Kid Town USA Preschool & Kindergarten	13500 Paramount Blvd
		Hollydale Library	12000 Garfield Ave
		Iglesia Bautista Hollydale Church	12160 Utah Ave
		Faith Lutheran Church	13431 Paramount Blvd
		Kingdom Hall of Jehovah's Witnesses	13621 Ruther Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.10 Downey

Downey is located in the Southern Section. The Project alignment traverses the southwestern corner of Downey and the proposed Gardendale Station would be located in Downey. Downey, incorporated in 1956, encompasses approximately 12.8 square miles and is generally bounded by the Cities of Bell Gardens, Commerce, and Pico Rivera to the north, LA County and the Cities of Santa Fe Springs and Norwalk to the east, Bellflower and Paramount to the south, and South Gate to the west. Downey has a residential population of approximately 113,410 residents with a majority identifying as Hispanic/Latino (73.0 percent) (US Census Bureau 2016).

Land uses in the Downey community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. The industrial and institutional/public facilities uses are adjacent to the proposed alignment (Alternatives 1, 2, 3, and 4). Residential uses in the Downey community within the Affected Area are not adjacent to the proposed alignment in the Downey.

Residential neighborhoods occupy more than half of Downey's area with supporting commercial businesses located along major arterials, including Firestone Boulevard, Paramount Boulevard, Lakewood Boulevard, and Imperial Highway. The commercial corridors and I-105 freeway generally separate the residential neighborhoods. The LA County Rancho Los Amigos South Campus Project is also located in Downey east of the Project alignment. The development project would include a 15-acre regional sports complex and new county offices and facilities. The industrial district is generally situated at the southeastern portion of the community. Downey is also the birthplace of the Apollo Space Program.

Table 4.6 lists the community assets located within Downey and within 0.5 mile of the Gardendale Station.

Table 4.6. Community Assets in Downey

Build Alternative	Station Area [1]	Community Asset	Address
1, 2, 3, 4	Gardendale	St. Pius X - St. Matthias Academy	7851 Gardendale St
		LA County Animal Shelter	11258 Garfield Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.11 Paramount

Paramount, incorporated in 1957, encompasses approximately 4.8 square miles and is generally bounded by the cities of Lynwood, South Gate and Downey to the north, Bellflower to the east, Long Beach to the south, and LA County and Compton to the west. Paramount has a residential population of approximately 55,020 residents with a majority identifying as Hispanic/Latino (80.4 percent) (US Census Bureau 2016).

Land uses in the Paramount community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Residential uses are located on both sides of the proposed alignment (Alternatives 1, 2, 3, and 4) south of the I-105 freeway to Rosecrans Avenue, on the west side of the proposed alignment south of Rosecrans Avenue. Industrial, commercial, and institutional/public facilities uses are also located adjacent to both sides of the proposed alignment south of Rosecrans Avenue.

Residential neighborhoods account for half of the community area, with industrial and commercial districts comprising the rest of the community. Residential neighborhoods are comprised of mainly single-family detached homes, followed by multi-family homes and mobile homes. The main commercial districts are located in the southeastern section of the community along Paramount Boulevard and Alondra Boulevard. Commercial businesses can also be found along other major arterials, such as Somerset Boulevard and Rosecrans Avenue. The majority of industrial businesses are clustered along and near Garfield Avenue and Rosecrans Avenue, and most are located south of the PEROW. The community's

residential neighborhoods are generally separated from the commercial corridors and industrial districts by the PEROW. A pedestrian and bicycle path are situated between Somerset Boulevard and Lakewood Boulevard, adjacent to Bellflower. This pedestrian and bicycle path encompasses one block and connects to the Bellflower Bike Trail.

The Paramount/Rosecrans Station and a platform for the I-105/C Line would be constructed within the center of the I-105 freeway located in Paramount. Table 4.7 lists the community assets located within Paramount and within 0.5 mile of the proposed WSAB stations.

Table 4.7. Community Assets in Paramount

Build Alternative	Station Area [1]	Community Asset	Address
1, 2, 3, 4	I-105/C Line	Roosevelt Elementary School	13451 Merkel Ave
1, 2, 3, 4	Paramount/ Rosecrans	Our Lady of the Rosary Catholic School	14813 Paramount Blvd
		Paramount High School	14429 Downey Ave
		Paramount Park Middle School	14608 Paramount Blvd
		Paramount Park	14400 Paramount Blvd
		Roosevelt Elementary School	13451 Merkel Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.12 Bellflower

The proposed Bellflower Station would be located in this community. Bellflower, incorporated in 1957, encompasses approximately 6.2 square miles and is generally bounded by the cities of Downey to the north, Norwalk and Cerritos to the east, Lakewood to the south, and Paramount to the east. Bellflower has a residential population of approximately 77,760 residents with a majority of identifying as Hispanic (54.2 percent) (US Census Bureau 2016).

Land uses in the Bellflower community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Residential uses are located on both sides of the proposed alignment (Alternatives 1, 2, 3, and 4) south of the I-105 freeway to Rosecrans Avenue, and from Virginia Avenue south to the I-605 freeway. Commercial and institutional/public facilities uses are also located adjacent to both sides of the proposed alignment in Bellflower.

Commercial districts are primarily located along major arterials, including Alondra Boulevard, Bellflower Boulevard, and Artesia Boulevard. The Town Center, which is situated along Bellflower Boulevard between the PEROW and SR-91 freeway, is the downtown core of the community. Industrial districts are typically located along Lakewood Boulevard and along Artesia Boulevard at the southern end of the community. A few industrial businesses are clustered near Pacific Avenue (adjacent to the PEROW) and at the southwestern corner of Bellflower (near SR-91 freeway). The residential neighborhoods are generally separated by commercial and industrial districts along major arterials and the SR-91 freeway. Nearly half of the residential homes consist of single-family detached homes which are typically located in large neighborhoods served by the surrounding commercial retail neighborhoods. The Bellflower Bike Trail consists of pedestrian and bike paths and is a community amenity

located within the PEROW. At the southeastern portion of Bellflower, near Flora Vista Park, the PEROW is used as an informal equestrian trail by community residents.

Table 4.8 lists the community assets located within 0.5 mile of the Bellflower Station.

Table 4.8. Community Assets in Bellflower

Build Alternative	Station Area [1]	Community Asset	Address
1, 2, 3, 4	Bellflower	Bellflower Bike Trail	Within PEROW
		Bellflower Pacific Electric Railway Depot	16394-16398 Bellflower Blvd
		Los Angeles County Fire Museum	9834 Flora Vista St
		Pirate Park	16559 Bellflower Blvd
		The Universal Church	15727 Bellflower Blvd
		St. George Coptic Orthodox Church	15725 Cornuta Ave
		Bellflower Presbyterian Church	9630 Mayne St
		Neighborhood Christian Fellowship	9603 Belmont St
		Hosanna Christian Fellowship	16705 Bellflower Blvd
		Lord's Church LA	9740 Flower St
		Bellflower Health Center	10005 Flower St
		Clifton M. Brakensiek Library	9945 Flower St
		Simms Park	16614 Clark Ave

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.13 Artesia

Artesia, incorporated in 1959, is approximately 1.6 square miles and is bounded by the cities of Norwalk to the north and Cerritos to the east, south, and west. Artesia has a residential population of approximately 16,790 residents with a majority identifying as Asian (39.8 percent).

Land uses in the Artesia community within the Affected Area consist of a mix of commercial, institutional/public facilities, open space/recreational, and residential uses. Residential uses are located on both sides of the proposed alignment (Alternatives 1, 2, 3, and 4) east of the intersection of Gridley Avenue and 183rd Street south to Pioneer Boulevard. Both commercial and residential uses are located around the Pioneer Station.

The majority of the community is developed with single-family homes. A majority of the multi-family homes are situated behind or in the vicinity of commercial businesses, primarily located along the major arterials of Pioneer Boulevard, Artesia Boulevard, and South Street. Smaller neighborhood-serving retail businesses are located along South Street and scattered within residential neighborhoods. The International Cultural District of Artesia, located along Pioneer Boulevard, has a large number of ethnic stores and restaurants and is considered an important tourist destination to the community. The residential neighborhoods are generally divided by SR-91 freeway.

The proposed Pioneer Station would be located in Artesia. Table 4.9 lists the community assets located within Artesia and within 0.5 mile of the proposed WSAB Station.

Table 4.9. Community Assets in Artesia and Cerritos

Build Alternative	Station Area [1]	Community Asset	Address
Artesia			
1, 2, 3, 4	Pioneer	Artesia Cerritos United Methodist Church	18523 Arline Ave
		Netherlands Reformed Congregation Church	11953 186th St
		Holy Family Catholic Church	18708 Clarksdale Ave
		Artesia Library	18801 Elaine Ave
		Artesia Park	18750 Clarksdale Ave
		Artesia Historical Museum/Frampton-Dantema Home	18644 Alburtis Ave
		First Christian Reformed Church	18411 Alburtis Ave
		Little India Bridal Shops and Restaurants	Pioneer Bl; 184th St to 188th St
		Our Lady of Fatima School	18626 Clarkdale Ave
		Trinity Christian Reformed Church	18718 Grayland Ave
Cerritos			
1, 2, 3, 4	Pioneer	Artesia Cemetery	11142 Artesia Blvd
		Rosewood Park	17715 Eric Ave
		Bragg Elementary School	11501 Bos St
		Living Water Mission Church	19200 Pioneer Blvd

Source: TAHA, 2020
Note: [1] Within 0.5 mile of the proposed WSAB station

4.1.14 Cerritos

Cerritos, incorporated in 1956, is approximately 8.8 square miles and bounded by the cities of Norwalk, Artesia, and Santa Fe Springs to the north, Buena Park and Cypress to the east and southeast, and Lakewood and Bellflower to the west. Cerritos has a residential population of approximately 49,700 residents with a majority of identifying as Asian (60.5 percent) (US Census Bureau 2016).

Land uses in the Cerritos community within the Affected Area consist of a mix of commercial, institutional/public facilities, open space/recreational, and residential uses. Residential uses are located on the north side of the proposed alignment (Alternatives 1, 2, 3, and 4) west of the intersection of Gridley Avenue and 183rd Street. Commercial uses are also predominately adjacent to the southern side of the proposed alignment.

The majority of the community consists of single-family neighborhoods, with a few clusters of multi-family neighborhoods primarily in the north, adjacent to Norwalk. The residential

neighborhoods are divided by rivers and freeways, including San Gabriel River, Coyote Creek, SR-91 freeway, and I-605 freeway. I-605 freeway divides the residential neighborhoods in the western portion of the community and Coyote Creek divides the residential neighborhoods in the southern portion of the community. The community has two major regional commercial districts: the westerly portion of the community around I-605 freeway, 183rd Street, and South Street (encompasses the Cerritos Auto Square and Los Cerritos Center); and the Cerritos Towne Center situated towards the center of the community, adjacent to SR-91 freeway and between Bloomfield Avenue and Shoemaker Avenue. Neighborhood-serving commercial businesses and offices are generally concentrated at intersections throughout the community. The largest industrial district is clustered around the northeastern portion of the community, with a few smaller industrial clusters scattered throughout the community.

The proposed Pioneer Station is located in Artesia, adjacent to Cerritos. Table 4.9 lists the community assets located within Cerritos and within 0.5 mile of the proposed WSAB Station.

4.2 Demographic and Socioeconomic Characteristics of the Affected Area

4.2.1 Population

Communities within the Affected Area vary in terms of population density. Areas with a higher population density generally demonstrate a need for expanded transit service. Table 4.10 and Table 4.11 present the 2017 and 2042 build-out year population of the Affected Area for each Build Alternative and Station Areas, respectively.

Table 4.10. Population within 0.25-mile of the Project Alignment

Build Alternatives	2017 Population	2042 Population	Percentage Change (%)
Alternative 1	181,981	290,901	59.9%
Alternative 2	185,152	323,795	74.9%
Alternative 3	151,111	240,580	59.2%
Alternative 4	63,905	103,624	62.2%

Source: TAHA, 2020; US Census Bureau, 2016

Table 4.11. Population within 0.5-mile of the Station Areas

Station	2017 Population	2042 Population	Percentage Change (%)
Alternative 1			
LAUS (Forecourt)	20,428	34,379	68.3%
Arts/Industrial District	2,898	9,622	232.0%
Alternative 2			
7th St/Metro Center	23,057	47,882	107.7%
South Park/Fashion District	23,303	53,280	128.6%
Arts/Industrial District	3,001	9,788	226.2%

Station	2017 Population	2042 Population	Percentage Change (%)
Alternatives 1, 2, and 3			
Slauson/A Line	19,235	29,254	52.1%
Pacific/Randolph	22,839	27,199	19.1%
Florence/Salt Lake	20,636	24,745	19.9%
Firestone	14,224	24,498	72.2%
Gardendale	8,051	14,403	78.9%
Alternatives 1, 2, 3 and 4			
I-105/C Line	19,723	24,739	25.4%
Paramount/Rosecrans	16,135	19,614	21.6%
Bellflower	23,327	32,795	40.6%
Pioneer	10,203	21,345	109.2%
Design Options			
LAUS (MWD)	20,428	34,379	68.3%
Little Tokyo	7,700	22,315	189.8%

Source: TAHA, 2020; US Census Bureau, 2016; SCAG, 2016.

4.2.2 Age

Age is an important neighborhood characteristic as age patterns affect labor force participation, mobility, shopping patterns, and home purchases. Areas with large elderly or young populations tend to require different types of services than those areas with a high population of working-age people.

Table 4.12 shows the average age of the residents within LA County communities and 0.25 mile of the Project alignment.

Table 4.12. Percent of Population by Age

Affected Area	Under 18	18 to 44 Years	45 to 64 Years	65+ Years
Los Angeles County	23.1%	54.8%	10.2%	11.9%
Build Alternatives [1]				
Alternative 1	27.0%	41.8%	22.2%	9.1%
Alternative 2	26.4%	42.8%	22.1%	8.7%
Alternative 3	28.9%	40.4%	21.8%	8.9%
Alternative 4	27.0%	39.0%	23.3%	10.7%
Communities [1]				
Central City North	11.0%	55.0%	21.7%	12.3%
Central City	6.3%	52.2%	26.8%	14.7%
Southeast Los Angeles	33.8%	41.8%	19.0%	5.4%

Affected Area	Under 18	18 to 44 Years	45 to 64 Years	65+ Years
Vernon	12.2%	31.7%	36.6%	19.5%
Florence-Firestone	32.5%	42.8%	18.4%	6.4%
Huntington Park	29.5%	42.4%	21.2%	7.0%
Bell	29.8%	41.1%	21.1%	8.0%
Cudahy	32.6%	43.3%	18.7%	5.4%
South Gate	27.9%	41.8%	21.9%	8.3%
Downey	25.1%	40.9%	23.5%	10.5%
Paramount	30.9%	41.8%	20.5%	6.8%
Bellflower	28.2%	38.9%	23.6%	9.3%
Artesia	20.7%	39.1%	27.0%	13.2%
Cerritos	19.6%	31.3%	28.9%	20.2%

Source: TAHA, 2020; US Census Bureau, 2016
Note: [1] 0.25 mile along alignment

Table 4.13 shows the median age of the communities in the Affected Area. Data for the Central City North, Central City, and Southeast Los Angeles communities are not available.

Table 4.13. Median Age in Affected Communities

Community	Median Age
Los Angeles County	36.7
Los Angeles	34.6
Central City North	n/a
Central City	n/a
Southeast Los Angeles	n/a
Vernon	51.3
Florence-Firestone	27.2
Huntington Park	29.8
Bell	29.9
Cudahy	27.0
South Gate	31.0
Downey	34.3
Paramount	29.8
Bellflower	32.2
Artesia	39.3
Cerritos	44.4

Source: TAHA, 2020; US Census Bureau, 2016
Note: n/a = not available

4.2.3 Households

Table 4.14 and Table 4.15 present the number of households in 2017 and build-out year 2042 located in the Affected Area and station areas, respectively. Based on SCAG demographic data, it is estimated that the number of households would increase for all Build Alternatives.

Table 4.14. Households within Affected Area for Build Alternatives

Build Alternatives	2017 Households	2042 Households	Percentage Change
Alternative 1	49,830	82,933	66.4%
Alternative 2	59,399	109,578	84.5%
Alternative 3	39,338	63,711	62.0%
Alternative 4	18,084	30,006	65.9%

Source: TAHA, 2020; US Census Bureau, 2016; SCAG, 2016

Table 4.15. Households within 0.5-mile of the Station Areas

Station	2017 Households	2042 Households	Percent Change
Alternative 1			
LAUS (Forecourt)	6,329	9,690	53.1%
Arts/Industrial District	3,006	5,554	84.8%
Alternative 2			
7th St/Metro Center	14,738	28,169	91.1%
South Park/Fashion District	16,249	31,844	96.0%
Arts/Industrial District	3,057	5,623	83.9%
Alternatives 1, 2, and 3			
Slauson/A Line	4,184	6,555	56.7%
Pacific/Randolph	5,942	7,211	21.4%
Florence/Salt Lake	4,995	6,112	22.4%
Firestone	3,479	6,081	74.8%
Gardendale	2,040	3,944	93.3%
Alternatives 1, 2, 3, and 4			
I-105/C Line	4,679	6,414	37.1%
Paramount/Rosecrans	3,894	5,205	33.7%
Bellflower	7,356	10,199	38.6%
Pioneer	3,050	6,282	106.0%
Design Options			
LAUS (MWD)	6,329	9,690	53.1%
Little Tokyo	5,402	11,596	114.7%

Source: TAHA, 2020; US Census Bureau, 2016; SCAG, 2016

An indicator of the stability of a community or neighborhood can also be determined by how long the residents have lived at their current addresses. Communities or neighborhoods that generally experience frequent turnover would be expected to be less cohesive than communities or neighborhoods that experience long-term residency, often with a large proportion of individuals remaining in the same house for a long period of time. Low neighborhood stability may be a result of several factors such as neighborhood dynamics, housing conditions, and metropolitan and housing market trends (Urban Institute 2018). Table 4.16 identifies the percentage of residents who have remained in their house after one year of occupancy. Overall, neighborhood stability in the Affected Area is high and exceeds the LA County average (87.2 percent), with the exception of Central City North (72.6 percent), Central City (67.4 percent), and Artesia (86.1 percent). Neighborhood stability under Alternatives 1 and 2 is lower than the LA County average.

Table 4.16. Residential Stability

Affected Area/Affected Community	Percentage of Residents in Same House After 1 Year (%)
Los Angeles County	87.2%
Build Alternatives [1]	
Alternative 1	86.6%
Alternative 2	86.0%
Alternative 3	88.9%
Alternative 4	88.7%
Communities [1]	
Central City North	72.6%
Central City	67.4%
Southeast Los Angeles	88.2%
Vernon	100.0 %
Florence-Firestone	91.0%
Huntington Park	88.8%
Bell	89.9%
Cudahy	90.3%
South Gate	87.9%
Downey	89.3%
Paramount	87.9%
Bellflower	90.3%
Artesia	86.1%
Cerritos	93.8%

Source: TAHA, 2020; US Census Bureau, 2016
Note: [1] 0.25 mile along alignment

4.2.4 Employment

Table 4.17 and Table 4.18 show employment in the Affected Area and station areas, respectively, for 2017 and build-out year 2042. Based on demographic data from SCAG, employment is projected to increase under all Build Alternatives, which is consistent with the presence of industrial and commercial uses.

Table 4.17. Employment within the Affected Area for Build Alternatives

Affected Area	2017 Employment	2042 Employment	Percent Change
Alternative 1	95,225	126,067	32.4%
Alternative 2	154,207	192,285	24.7%
Alternative 3	37,937	46,430	22.4%
Alternative 4	18,842	22,586	19.9%

Source: TAHA, 2020; US Census Bureau, 2016

Table 4.18. Employment within the 0.5 Mile of the Station Areas

Station Area	2017 Employment	2042 Employment	Percent Change
Alternative 1			
LAUS (Forecourt)	35,313	41,256	16.8%
Arts/Industrial District	17,966	31,287	74.1%
Alternative 2			
7th St/Metro Center	86,200	93,375	8.3%
South Park/Fashion District	56,642	71,979	27.1%
Arts/Industrial District	21,132	38,065	80.1%
Alternatives 1, 2, and 3			
Slauson/A Line	4,463	6,895	54.5%
Pacific/Randolph	6,883	8,038	16.8%
Florence/Salt Lake	1,380	1,689	22.4%
Firestone	4,041	4,473	10.7%
Gardendale	3,740	4,149	10.9%
Alternatives 1, 2, 3 and 4			
I-105/C Line	4,369	5,850	33.9%
Paramount/Rosecrans	3,045	4,295	41.1%
Bellflower	4,069	4,781	17.5%
Pioneer	5,923	7,232	22.1%
Design Options			
LAUS (MWD)	35,313	41,256	16.8%
Little Tokyo	31,940	43,136	35.1%

Source: TAHA, 2020; US Census Bureau, 2016

4.2.5 Race and Ethnicity

The Affected Area includes several different racial and ethnic groups. As defined by the U.S. Census Bureau, "race" included in the census questionnaire generally reflects a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race. Table 4.19 characterizes the racial groups in the Affected Area.

Table 4.19. Racial Characteristics of the Communities in the Affected Area

Community	Percent Share of Total Population[1,2,3]						
	White Only	Black Only	American Indian or Alaskan Native Only	Asian Only	Native Hawaiian / Pacific Islander Only	Some Other Race Only	Two or More Races[4]
County of Los Angeles[5]	53.3%	8.3%	0.6%	14.1%	0.3%	19.6%	3.9%
City of Los Angeles	36.6%	15.2%	0.5%	17.9%	0.1%	26.6%	3.1%
Central City North	34.8%	17.1%	0.7%	31.8%	0.3%	12.1%	3.1%
Central City	38.4%	19.8%	0.6%	25.5%	0.1%	10.6%	5.1%
Southeast Los Angeles	35.8%	8.7%	0.4%	0.8%	0.0%	53.4%	0.9%
Florence-Firestone	43.2%	3.4%	0.2%	0.2%	0.1%	50.1%	2.7%
Vernon	36.6%	0.0%	0.0%	7.3%	0.0%	56.1%	0.0%
Huntington Park	68.2%	0.7%	0.4%	0.8%	0.5%	28.2%	1.2%
Bell	69.8%	0.6%	0.5%	0.2%	0.2%	27.5%	1.1%
Cudahy	72.4%	1.0%	0.4%	1.1%	0.0%	23.2%	1.8%
South Gate	56.0%	1.8%	0.2%	1.7%	0.3%	38.7%	1.4%
Downey	65.4%	1.0%	0.0%	12.0%	0.0%	21.0%	0.5%
Paramount	51.0%	10.3%	0.2%	3.3%	1.1%	30.8%	3.2%
Bellflower	42.6%	13.0%	0.6%	10.2%	0.3%	30.2%	3.0%
Cerritos	29.7%	9.0%	0.4%	50.2%	0.0%	6.8%	3.8%
Artesia	37.4%	2.0%	0.2%	45.5%	0.0%	11.3%	3.6%

Source: TAHA, 2021; US Census Bureau, 2016
Notes:
[1] The US Census Bureau racial categories in the census questionnaire generally reflect a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.
[2] The US Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race.
[3] Data is from US Census Bureau, 2011-2015 ACS 5-Year Estimates, Table B02001 RACE.
[4] This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.
[5] Two or more races includes subcategories: "Two races including some other race" and "Two race excluding some other race, and three or more races".
[6] All data except for 'County of Los Angeles' comes from Census block groups that intersect both the EJ Affected Area and the affected communities. County of Los Angeles uses all block groups in LA County.

The US Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race. Table 4.20 characterizes the ethnic groups in the Affected Area.

Table 4.20. Ethnicities of the Communities in the Affected Area

Build Alternatives/ Affected Community	Percent Share of Total Population [1,2,3]						
		Non-Hispanic					
	Hispanic of Any Race	Black Only	Asian Only	American Indian or Alaskan Native Only	Native Hawaiian/ Pacific Islander Only	Some Other Race Only	Two or More Races
County of Los Angeles[4]	48.2%	8.0%	14.0%	0.2%	0.2%	0.3%	2.2%
City of Los Angeles	50.1%	13.3%	18.1%	0.3%	0.3%	0.4%	1.8%
Central City North	30.0%	17.0%	31.5%	0.5%	0.3%	0.3%	2.4%
Central City	21.3%	19.5%	25.2%	0.3%	0.1%	0.8%	3.4%
Southeast Los Angeles	90.2%	8.2%	0.8%	0.1%	0.0%	0.1%	0.1%
Florence-Firestone	95.8%	3.1%	0.2%	0.0%	0.0%	0.0%	0.0%
Vernon	68.3%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%
Huntington Park	97.0%	0.4%	0.7%	0.0%	0.4%	0.1%	0.1%
Bell	95.3%	0.6%	0.2%	0.0%	0.2%	0.0%	0.0%
Cudahy	94.8%	0.4%	1.0%	0.1%	0.0%	0.1%	0.1%
South Gate	91.0%	1.6%	1.6%	0.0%	0.2%	0.0%	0.1%
Downey	69.6%	1.0%	12.0%	0.0%	0.0%	0.0%	0.5%
Paramount	78.9%	10.1%	3.3%	0.0%	1.0%	0.1%	1.2%
Bellflower	54.1%	12.8%	10.1%	0.4%	0.3%	0.2%	1.7%
Cerritos	17.4%	9.0%	49.7%	0.2%	0.0%	0.3%	2.5%
Artesia	26.1%	2.0%	45.2%	0.0%	0.0%	0.0%	2.0%

Source: TAHA, 2021; US Census Bureau, 2016
Notes:
[1] The US Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race.
[2] Data is from US Census Bureau, 2011-2015 ACS 5-Year Estimates
[3] This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.
[4] All data except for 'County of Los Angeles' comes from Census block groups that intersect both the EJ Affected Area and the affected communities. County of Los Angeles uses all block groups in LA County.

4.2.6 Languages Spoken at Home

The language chosen to be spoken at home can also characterize a community through racial and ethnic identity. Table 4.21 shows the languages spoken at home in the Affected Area.

Table 4.21. Languages Spoken at Home in the Affected Communities

Affected Area	In Percent				
	Speaks English Only	Spanish	Indo-European Language	Asian/Pacific Island Language	Other Language
LA County	43.2	39.4	5.4	10.9	1.1
Build Alternatives					
Alternative 1	24.7	65.0	1.7	8.0	0.5
Alternative 2	26.8	63.0	2.2	7.2	0.7
Alternative 3	22.7	68.8	1.8	6.1	0.6
Alternative 4	38.3	45.6	3.5	11.5	1.1
Communities					
Central City North	39.0	24.0	2.2	34.1	0.7
Central City	56.1	19.1	5.3	18.2	1.5
Southeast Los Angeles	22.0	77.2	0.2	0.5	0.2
Vernon	31.7	63.4	0.0	4.9	0.0
Florence-Firestone	12.3	87.3	0.0	0.3	0.1
Huntington Park	5.5	93.6	0.1	0.7	0.0
Bell	10.8	86.0	0.2	1.1	1.9
Cudahy	6.7	92.5	0.1	0.7	0.0
South Gate	10.1	89.0	0.3	0.5	0.1
Downey	30.4	61.3	2.0	5.0	1.4
Paramount	23.0	73.4	0.5	2.8	0.3
Bellflower	46.8	41.5	1.0	9.3	1.4
Artesia	32.9	25.1	15.7	26.2	0.1
Cerritos	41.1	8.4	6.5	41.8	2.3

Source: TAHA, 2020; US Census Bureau, 2016

5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG 2016-2040 RTP/SCS (SCAG 2016a), Metro's 2009 LRTP (Metro 2009a), and Measure M. Under the No Build Alternative, the Project alignment would not be developed. As described in Table 2.1, infrastructure and transportation-related projects located within the Study Area would be implemented and built. These projects include the Metro East-West Line/Regional Connector/Eastside Phase 2, California High-Speed Rail, Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also includes local transportation-related projects, including Link US, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path project, and Cesar Chavez Bus Stop Improvements projects.

Under the No Build Alternative, projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRT, and Measure M, as well as local projects, would continue to be built. The regional and local projects associated with the No Build Alternative would not introduce new barriers that would divide communities and are not anticipated to displace or disrupt existing residences within the Affected Area since these projects would occur within existing transportation corridors. The transportation projects under the No Build Alterative would help improve mobility and access for residents within existing communities in the Affected Area. Additionally, the projects under the No Build Alternative are not expected to alter the character and identity of the communities within the Affected Area, but instead enhance connectivity throughout. Thus, the No Build Alternative is not expected to divide an established community; would not adversely affect community access, mobility, community character and cohesion; and would not alter the stability of the communities within the Affected Area. Therefore, no adverse effects would occur.

5.2 Alternative 1: Los Angeles Union Station to Pioneer Station

5.2.1 Access and Mobility

Alternative 1 would include one or more stations in each of the following communities: City Center North (LAUS), Center City North/Center City boundaries (Arts/Industrial District Station), Southeast Los Angeles/Florence-Firestone boundaries (Slauson/A Line Station), Huntington Park (Pacific/Randolph and Florence/Salt Lake Stations), South Gate (Firestone Station), Downey (Gardendale Station), South Gate/Paramount boundaries (I-105/C Line Station), Paramount (Paramount/Rosecrans Station), Bellflower (Bellflower Station), and Artesia (Pioneer Station).

Table 5.1 summarizes the Project components that have the potential to affect community access and mobility within the Affected Area for each Build Alternative.

Table 5.1. Access and Mobility within Affected Area

Community	Proposed Station(s)	Proposed Parking Lot	Parking Lot Adjacent to Residential	Street Closures	At-Grade Grade Crossings	Intersections Adversely Affected by Project [1]	Turning Restriction	Access and Mobility Disrupted by Project? [1]
Alternative 1								
Central City North	▪ LAUS (Forecourt) ▪ Arts/Industrial District ▪ Design Options 1 and 2: LAUS (MWD); Little Tokyo	—	—	0	0	0	0	No
Central City	▪ Design Option 2: Little Tokyo ▪ Arts/Industrial District	—	—	2[3]	0	0	0	No
Alternative 2								
Central City	▪ 7th St/Metro Center ▪ South Park/Fashion District ▪ Arts/Industrial District	—	—	2[3]	0	0	0	No
Central City North	▪ Arts/Industrial District	—	—	0	0	0	0	No
Alternatives 1, 2, and 3								
Southeast Los Angeles	▪ Slauson/A Line	—	—	0	0	0	0	No
Florence-Firestone	▪ Slauson/A Line	—	—	0	0	0	1[4]	No
Huntington Park	▪ Pacific/Randolph ▪ Florence/Salt Lake	—	—	0	13[5]	11	7[4]	No
Bell	—	—	—	0	2[6]	2	0	No
Vernon	—	—	—	0	1[7]	0	0	No
Cudahy	—	—	—	0	4[8]	0	0	No

Community	Proposed Station(s)	Proposed Parking Lot	Parking Lot Adjacent to Residential	Street Closures	At-Grade Grade Crossings	Intersections Adversely Affected by Project [1]	Turning Restriction	Access and Mobility Disrupted by Project? [1]
South Gate	Firestone	600 spaces	No	0	8[9]	0	0	No
Alternatives 1, 2, 3, and 4								
South Gate	I-105/C Line	326 spaces	Yes	0	8[9]	0	0	No
Downey	Gardendale	—	—	0	1[10]	0	0	No
Paramount	Paramount/Rosecrans	490 spaces	No	0	2[11]	0	0	No
Bellflower	Bellflower	263 spaces	Yes	0	3[11]	0	0	No
Cerritos	No station; alignment only	—	—	0	4[12]	0	0	No
Artesia	Pioneer	1,100 spaces	Yes	2	3[13]	0	0	No

Source: TAHA, 2020
Notes: LAUS = Los Angeles Union Station; MWD = Metropolitan Water District
[1] Metro, *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report, 2020t*
[2] Access includes vehicular, pedestrian, and bicycle.
[3] The two street closures under Alternative 1 are at the same locations as Alternative 2.
[4] One turning restriction are shared with Florence/Firestone and Huntington Park since it is located at the boundary of these two communities.
[5] One at-grade grade crossing is shared with Vernon; two are shared with Bell; and two are shared with Cudahy since the grade crossings are located at the Huntington Park/Vernon, Huntington Park/Bell, and Huntington Park/Cudahy city boundaries, respectively.
[6] The two at-grade grade crossings are shared with Huntington Park as it is located at the Huntington Park/Bell city boundary.
[7] At-grade grade crossing is shared with Huntington Park since it is located at the Huntington Park/Vernon city boundary.
[8] Three at-grade grade crossing are shared with Huntington Park and/or South Gate. These grade crossings are located at the Huntington Park/Cudahy, Huntington Park/Cudahy/South Gate, and Cudahy/South Gate city boundaries.
[9] Three at-grade grade crossings are shared with Huntington Park, Cudahy, and/or Downey. These grade crossings are located at the Huntington Park/Cudahy/South Gate, South Gate/Cudahy, and South Gate/Downey city boundaries. One at-grade grade crossing is located on a private roadway of industrial properties.
[10] At-grade crossing is shared with South Gate since it is located at the South Gate/Downey city boundary.
[11] One at-grade grade crossing is located at the Paramount/Bellflower city boundary.
[12] One at-grade grade crossing is located on a private driveway of an industrial property, and one is located at the Artesia/Cerritos city boundary.
[13] One at-grade grade crossing is shared with Cerritos since it is located at the Artesia/City of Cerritos city boundary.

Station Access: The station entrances for the underground segment of Alternative 1 would be located on industrial, commercial, or public facility properties adjacent to Alameda Street. The at-grade and aerial stations would be located along a public street right-of-way or within a rail ROW. None of the stations would impede access and mobility of motorists, pedestrians, and bicyclists to residential neighborhoods and community assets. Rather, the proposed stations would improve access and mobility by providing the affected communities with an alternative mode of transportation to automobiles. Although no stations are proposed in Bell, Cudahy, and Cerritos, the proposed Florence/Salt Lake Station would be situated approximately one block southwest of Bell and northwest of Cudahy, and the proposed Pioneer Station would be adjacent to Cerritos. Both stations would provide these communities with an alternative mode of transportation. In addition, pedestrian activities in the neighborhoods surrounding the proposed stations could increase. Regional access would also improve with the construction of a new Metro C (Green) Line Station platform within the median of the I-105 freeway. Thus, regional and local access to and from these communities would increase, which would be considered a Project benefit.

Parking: At the Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Stations, some industrial, commercial, residential, and/or public facility properties would be acquired to develop parking facilities. Property acquisition would not impede access and mobility in the community as it would not affect public street rights-of-way. The parking lots would allow residents who live further away from the stations to better access the transit line.

The proposed parking facility at the I-105/C Line Station in South Gate would further improve access to the regional transportation system as residents in the surrounding area would have access to both the proposed transit line and the Metro C (Green) Line. At this station, the Project would construct a new Metro C (Green) Line Station platform within the median of the I-105 freeway. At Pioneer Station, 188th Street between Corby Avenue and Pioneer Boulevard and 187th Street and Corby Avenue would be permanently closed to build a parking structure, accommodate traffic flow, and reduce cut through traffic. However, vehicle, pedestrian, and bicycle access to the surrounding properties would be maintained through the surrounding streets (i.e., Pioneer Street, South Street, and Corby Avenue), which are one or two blocks (or less than 500 feet) from the proposed street closure. None of the proposed parking facilities would impede access and mobility of motorists, pedestrians, and bicyclists to residential neighborhoods and community assets. Rather, regional and local access to and from these communities would increase.

Street Closures: Alternative 1 would result in permanent street closures at Long Beach Avenue north of 14th Street and at 14th Street west of Long Beach Avenue in the Central City community. The street closures at Long Beach Avenue and 14th Street are located in the area where Alternative 1 would transition from an underground alignment to an aerial alignment. In this area, industrial properties would be acquired and structures on the acquired properties would be demolished to allow for the daylight of the Project alignment. Access to industrial properties that are not acquired would be maintained through traffic routing within the surrounding local streets (i.e., Olympic Boulevard, 15th Street, Hooper Avenue, Compton Avenue, McGarry Street, and Alameda Street), all of which are within one to three blocks from the proposed street closures. For example, motorists could access properties on the west side of the alignment via 15th Street or Olympic Boulevard and turn onto Hooper Avenue. Similarly, motorists could access properties on the east side of the alignment via 15th Street or Olympic Boulevard and turn onto Long Beach Avenue, McGarry Street, or Alameda Street. However, vehicle, pedestrian, and bicycle access to the surrounding properties would be maintained

through the surrounding streets (i.e., Pioneer Street, South Street, and Corby Avenue), which are one or two blocks (or less than 500 feet) from the proposed street closure. Therefore, street closures would not adversely affect access to and from the surrounding communities.

Vehicle Delays at Intersections and Turning Restrictions: Alternative 1 would adversely affect 12 identified intersections after mitigation, particularly where the Project alignment would cross intersections at-grade. Turning restrictions would occur at five streets that intersect with Randolph Street (i.e., Wilmington Avenue, Regent Street, Albany Street, Rugby Avenue, and Rita Avenue) at the Florence-Firestone/Huntington Park boundary and in Huntington Park. Vehicle turning restrictions would prevent vehicles from turning left and from crossing Randolph Street. However, access to the streets with turning restrictions would still be maintained through traffic routing within the surrounding local streets. Motorists would be required to proceed to the next cross street with a grade-crossing (one to two blocks away) and make a U-turn to access the opposite side of Randolph Street and the cross streets with turning restrictions.

Similar to motorist access, the proposed turning restrictions along Randolph Street would not adversely affect access and mobility of pedestrians and bicyclists. Industrial uses are primarily situated north of Randolph Street at Wilmington Avenue, Regent Street, and Albany Street, while community assets and residential neighborhoods are generally south of Randolph Street. Pedestrians and bicyclists would not need to cross Randolph Street at the affected intersections to access community assets and residential neighborhoods. As a result, the proposed turning restrictions would not interfere with pedestrian and bicycle access and mobility to community assets and residential neighborhoods near the three intersections. At Rugby Avenue, residential neighborhoods are situated to the north and south of Randolph Street. Similar to motorists, pedestrians and bicyclists would no longer be able to use the intersection to access uses on the opposite side of Randolph Street. However, pedestrians and bicyclists could still use other grade crossings that are approximately 350 feet or less away from Rugby Avenue to access the uses on the opposite side of the street. Similarly, residential uses on the south side of Randolph Street at Rita Avenue could access the commercial development and residential neighborhood north of Randolph Street via grade crossings that are less than 350 feet away from Rita Avenue.

At-Grade Grade Crossings: The existing grade crossings on Frontage Road in South Gate would be closed. This grade crossing is located on a private industrial property and does not provide access to any community assets or residential neighborhoods. As a result, no community assets or residential neighborhoods would be adversely affected by this grade crossing closure.

Approximately 9 new at-grade grade crossings are proposed from Somerset Boulevard (Paramount) to the southern terminus, and existing grade crossings (active and inactive) throughout the Project corridor would be improved. Depending on the location of the existing and new grade crossings, vehicle crossing gates, pedestrian crossing gates, new or restriped pedestrian crosswalks, new traffic signals, and/or raised medians would be installed to increase safety and improve pedestrian and vehicular access and mobility at the grade crossings. Pedestrian safety measures (e.g., pedestrian crossing gates) would be designed based on the Metro Rail Design Criteria (MRDC) for guidance or equivalent, which would improve pedestrian and vehicle safety in the surrounding community. Such safety measures are not considered community barriers but may create physical barriers along the alignment to prevent pedestrians from unsafely crossing the railroad tracks mid-block and at grade crossings. Existing pedestrian crossings would remain available at intersections with grade crossings. These pedestrian safety measures and physical safety barriers would benefit the overall community, while existing at-grade crossings would continue to allow unimpeded access throughout the affected communities. In addition to new or restriped pedestrian

crosswalks at grade crossings, new pedestrian crosswalks would be installed on Salt Lake Avenue, and on the south side of the Florence/Salt Lake Station, to provide residents south of Walnut Street closer access to the station without having to walk to Florence Avenue. Similarly, new pedestrian crosswalks would be installed at Century Boulevard to allow transit users and residents north of Century Boulevard to safely access the new Metro C (Green) Line Station at the I-105 freeway median. New pedestrian crosswalks are also proposed at Pacific Avenue, on the west side of the Bellflower Station to allow residents south of the Pacific Avenue closer access the station without having to walk to Bellflower Boulevard to access the station.

Sidewalks: A sidewalk on the south side of the I-105 freeway between the San Pedro Subdivision ROW and Arthur Avenue pedestrian bridge would be created to allow residents southeast of the San Pedro ROW in the Paramount community easier access to the new Metro C (Green) Line Station at the I-105 freeway median and the I-105/C Line Station for the proposed transit line. Arthur Avenue pedestrian bridge, which is currently closed to the public, would be opened to allow residents in this residential neighborhood to walk to the stations. The use of Arthur Avenue pedestrian bridge would improve pedestrian access between the residential neighborhoods north and south of the I-105 freeway.

Safety Barriers and Sound Walls: Alternative 1 would include installation of safety barriers along at-grade portions of the Project alignment that parallel a street right-of-way or sound walls (see Mitigation Measure NOI-1 in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2021d]), both of which would prevent informal crossings of railroad tracks and would avoid potential conflicts between pedestrians and LRT vehicles. Residents within the Affected Area would continue to use the existing grade crossings to access adjacent neighborhoods and nearby community facilities. The safety barriers would be designed based on MRDC guidance or equivalent, which would enhance safe access and crossings throughout the communities.

Pedestrian Undercrossing: The existing pedestrian bridge over the PEROW between Paramount Park and Paramount High School would be demolished and would be replaced with an undercrossing, which would connect Paramount Park and Paramount High School. As a result, pedestrian access between these two community assets would remain.

Summary: While street closures, turning restrictions, increased vehicle delays at intersections, and installation of safety barriers or sound walls would occur with implementation of Alternative 1, the physical layout of the affected communities would remain similar to existing conditions and would not impede community access and mobility. Rather, Project implementation would shift prevailing access and mobility patterns in the Affected Area, resulting in different community access routes when compared to those under existing conditions. Access to the surrounding residential neighborhoods, businesses, and community assets would remain. Thus, no adverse effects on access and mobility would occur.

5.2.2 Community Character and Cohesion

Displacement of residential properties or community assets, access to community facilities, changes in a community's layout, noise levels, and changes in visual character, the types of land uses in a community, and demographics could potentially affect a community's character and cohesion.. Table 5.2 identifies and summarizes how Project-related changes in noise levels, changes in the access to community facilities, acquisition and displacement, and changes in visual character have the potential to affect community character and cohesion for each Build Alternative. The potential for land use and demographic changes to affect community character and cohesion are discussed further below.

5.2.2.1 Acquisition and Displacement of Residential Properties or Community Assets

Alternative 1 would require property acquisitions for permanent underground easements for the underground segments of the Project, permanent aerial easements for aerial structures, and to accommodate grade separations, track alignments, TPSS sites, and parking facilities. Alternative 1 would require the displacement and partial or full acquisition of several commercial and residential properties, as well as the partial acquisition of a school property, summarized in Table 5.2 (see *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* [Metro 2021f]). The acquisition of commercial and residential properties may result in the displacement of several businesses and residents. However, these acquisitions and displacements would not affect the overall function of community assets or adjacent and surrounding uses and no community assets would be displaced.

Changes to residential properties would not cause residential neighborhoods and community assets to become isolated and residential neighborhoods and community assets would be maintained. Property displacement and acquisition would not change the character and cohesion of the communities in the Affected Area (see *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* and *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report*). Therefore, no adverse effects would occur.

5.2.2.2 Access to Community Facilities

Alternative 1 involves the relocation of the Paramount Bike Trail within the PEROW from Somerset Boulevard to Lakewood Boulevard in Paramount and Bellflower Bike Trail within the PEROW on the east side of Bellflower Boulevard in the Bellflower community. Between Somerset Boulevard and Lakewood Boulevard, the Paramount Bike Trail would move from the south side to the north side of the PEROW. East of Bellflower Boulevard, Alternative 1 would relocate the existing Bellflower Bike Trail from the north side to the south side of the PEROW. Relocating the Paramount and Bellflower Bike Trails would allow users to use the pedestrian and bicycle paths without having to cross the proposed tracks. The Paramount and Bellflower Bike Trail in Paramount and Bellflower, respectively, would not be permanently removed. Thus, Alternative 1 would not displace, isolate, or change the character of the Bellflower Bike Trail (see *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* and *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report)*.

Table 5.2. Build Alternatives Effect on Community Character and Cohesion

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
Alternative 1				
Central City North	None	No adverse effect; Project alignment would be underground.	▪ Alternative 1: None ▪ Design Option 1: LAUS (MWD) Station entrance would displace an existing refreshment/snack store in the concourse area of LAUS.	▪ No adverse effect; project alignment would be underground.
Central City	None	No adverse effect; Project alignment would be underground.	None	▪ No adverse effect; project alignment would be underground.
Alternative 2				
Central City	None	No adverse effect; Project alignment would be underground.	▪ 7th St /Metro Center Station entrance would be located within building on a commercial property at southwest corner of 8th St/Flower St. ▪ South Park/Fashion District Station entrances would be located within buildings on commercial properties at southwest corner of 8th St/Main St and northeast corner of 8th St/Los Angeles St.	▪ No adverse effect; project alignment would be underground

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
Alternatives 1 and 2				
Southeast Los Angeles	**Unmitigated Impacts** ▪ 22nd St to 24th St ▪ 27th St to 40th Pl ▪ 41st Pl to 46th St ▪ 47th St to 55th St **Residual Impacts With Mitigation** ▪ 22nd St to 24th St ▪ 42nd St to Vernon Ave ▪ Southwest of Vernon Ave north of 46th St	No adverse effect; Project alignment would be elevated.	▪ Partial acquisition of vacant commercial property at northwest corner of Long Beach Ave/52nd St for TPSS.	▪ No adverse effect; project components consistent with visual character of community.
Alternatives 1, 2, and 3				
Southeast Los Angeles	**Unmitigated Impacts** ▪ 55th St to 57th St **Residual Impacts With Mitigation** None	No adverse effect; Project alignment would be elevated.	▪ Full acquisitions of 2 single-family and 4 multifamily units to accommodate straddle bent for aerial structure. Displacement of 17 residents. ▪ Partial acquisitions of 2 multifamily residential properties to accommodate straddle bent for aerial structure. Displacement of 6 residents.	▪ No adverse effect; project components consistent with visual character of community.

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
Florence-Firestone	**Unmitigated Impacts** ▪ West of Holmes Ave and south of San Pedro Subdivision ROW ▪ East and west of Holmes Ave **Residual Impacts With Mitigation** ▪ West of Holmes Ave and south of San Pedro Subdivision ROW ▪ East and west of Holmes Ave	No adverse effect; Project alignment elevated.	None	▪ No adverse effect; project components consistent with visual character of community.
Huntington Park	**Unmitigated Impacts** ▪ Cottage Street to Bissell St ▪ Gage Ave ▪ Live Oak St to Santa Ana St **Residual Impacts With Mitigation** ▪ Cottage Street to State St ▪ Gage Ave ▪ Hill St to Santa Ana St	▪ New safety barrier or sound walls along rail ROW: Residents could no longer informally cross San Pedro Subdivision ROW at mid-block to access San Antonio Continuation School, San Antonio Elementary School, and Huntington Park High School. ▪ Grade crossing improvements at Randolph St and Salt Lake Ave (street markings, pedestrian and vehicular crossing gates, and curb cuts) would provide safe access to schools and facilitate access to Salt Lake Park.	▪ At commercial property at northeast corner of Pacific Blvd/Randolph St, approximately 24 parking spaces and some landscaping would be affected due to installation of TPSS. ▪ At commercial development adjacent to Florence/Salt Lake Station,: approximately 11 parking spaces and landscaping would be removed to install TPSS, but commercial uses would remain. ▪ Partial acquisition of 2 multifamily residential properties on State St, south of Randolph St, for grade crossing improvements; a portion of the front yard at two residential properties. Displacement of 8 residents.	▪ No adverse effect; project components consistent with visual character of community.

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
			▪ At commercial property at southwest corner of State St/Randolph St, approximately 3 parking spaces and landscaping would be affected due to grade crossing improvements. ▪ At San Antonio Elementary School, a strip of landscaping and approximately 15 parking spaces on the property would be affected by grade crossing improvements.	
Bell	**Impacts** ▪ Gage Ave to Florence Ave **Residual Impacts With Mitigation** ▪ Gage Ave to Florence Ave	Residents can no longer informally cross San Pedro Subdivision ROW at mid-block to access Salt Lake Park due to safety barrier or sound walls along rail ROW.	None	No adverse effect; project components consistent with visual character of community.
Vernon	None	No adverse effect	None	No adverse effect; project components consistent with visual character of community.
Cudahy	**Unmitigated Impacts** ▪ Live Oak St to Cecilia St **Residual Impacts With Mitigation** ▪ Santa Ana St to Cecilia St	▪ Residents southeast of Salt Lake Park can no longer informally cross San Pedro Subdivision ROW at mid-block to access Salt Lake Park. ▪ Existing grade crossing at Salt Lake Ave/Florence Ave improved to facilitate access of Salt Lake Park.	None	No adverse effect; project components consistent with visual character of community.

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
South Gate	**Unmitigated Impacts** ▪ Firestone Blvd ▪ Mccallum Ave to Wood Ave ▪ Mobile home community between LA River and I-710 freeway ▪ Roosevelt Ave to Main St **Residual Impacts With Mitigation** ▪ Firestone Blvd ▪ Mccallum Ave to Wood Ave ▪ Mobile home community between LA River and I-710 freeway	No adverse effects	None	No adverse effect; project components consistent with visual character of community.
Downey	None	No adverse effects	None	No adverse effect; project components consistent with visual character of community.

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
Alternatives 1, 2, 3, and 4				
South Gate	**Unmitigated Impacts** ▪ Main St to Century Blvd **Residual Impacts With Mitigation** ▪ Main St to Century Blvd ▪ Nevada Ave	No adverse effects	None	No adverse effect; project components consistent with visual character of community.
Paramount	**Unmitigated Impacts** ▪ Century Blvd to Lakewood Blvd **Residual Impacts With Mitigation** ▪ Century Blvd to Laredo Ave ▪ Rosecrans Ave to east of Orizaba Ave ▪ Jetmore Ave to Downey Ave ▪ North of Somerset Blvd to Lakewood Blvd	▪ Realignment of Paramount Bike Trail would not disrupt operation and access of the bike trail. ▪ Realignment of the Paramount Bike Trail is not expected to divide or affect the character of the bike trail	▪ Commercial property at northwest corner of Rosecrans Ave/Paramount Blvd to be acquired for the relocation of freight track. ▪ Partial acquisition of 4 multifamily units to accommodate project alignment, grade crossing, retaining walls, and aerial structures. Displacement of 16 residents.	Landscaping and decorative wall on south side of World Energy storage tracks to be removed. Views of storage tracks not visually compatible with surrounding residential area.

Community	Residential Areas with Adverse Noise Effects [1]	Access to Community Facilities	Residences, Community Assets, or Commercial Businesses Permanently Displaced [2]	Changes in Visual Character
Bellflower	**Unmitigated Impacts** ▪ Lakewood Blvd to San Gabriel River **Residual Impacts With Mitigation** ▪ Mobile home community east of Lakewood Blvd ▪ Hegel St to Los Angeles St ▪ Orchard Av to San Gabriel River	▪ East of Bellflower Blvd, relocation of the Bellflower Bike Trail would allow users to access the bike trail without having to cross the proposed LRT tracks. Operation of and access to the Bellflower Bike Trail would remain. ▪ Residents in the southerly portion of the city would no longer be able to use the Metro-owned PEROW informally as an equestrian trail. PEROW is currently identified as a rail corridor and an existing railroad track is located within the PEROW.	▪ At multifamily residential on east side of Bellflower Blvd, north of project alignment, partial acquisition of 10 multifamily residential units for grade-crossing improvements. Displacement of 16 residents. ▪ Auto business on west side of Bellflower Blvd, north of project alignment to be acquired for Bellflower Station parking facility.	Belle" public art cow statue in PEROW would be removed but would not detract from or conflict with visual character of the PEROW.
Cerritos	**Unmitigated Impacts and Residual Impact With Mitigation** ▪ Studebaker Rd ▪ Eric Ave to Gridley Rd/183rd St	▪ No adverse effects; no direct access to community facilities are available within the PEROW.	None	No adverse effect; project components consistent with visual character of community.
Artesia	**Unmitigated Impacts and Residual Impact With Mitigation** ▪ Gridley Rd/183rd St to Pioneer Blvd	▪ No adverse effects; no direct access to community facilities area available within the PEROW.	▪ Property acquisition to accommodate proposed parking facility at Pioneer Station include commercial and residential properties along Corby Ave, 188th St, and Pioneer St south of project alignment. Full acquisition of 2 single-family residential units. Displacement of 8 residents.	No adverse effect; project components consistent with visual character of community.

Source: TAHA, 2020

Notes: [1] Metro, *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report, 2021d.*
[2] Metro, *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report, 2021f.*

In the southerly portion of Bellflower (near Flora Vista Park), adjacent residents are currently able to access the PEROW from the rear of their properties to either use the PEROW informally as an equestrian trail or cut across the PEROW to access the Bellflower Bike Trail and Flora Vista Park. With the installation of security barriers and/or sound walls (see Mitigation Measure NOI-1 in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*) along the PEROW, some of these residents (particularly on the southwest side of the PEROW) would no longer be able to informally access the PEROW through their back yards. Although less convenient, these residents would still be able to access the Bellflower Bike Trail and Flora Vista Park through local streets. Regardless, Section 12.44.020 of the Bellflower Municipal Code states that equestrian use on the Bellflower Bike Trail is prohibited (Ordinance 1189) and the PEROW is an existing rail corridor and has not been designated as an equestrian trail. The nearest equestrian center is located at the Lakewood Equestrian Center located approximately six miles south of the Bellflower Bike Trail.

The realignment of the Paramount and Bellflower Bike Trails, and the discontinued use of the PEROW as an informal equestrian trail would not change the character and cohesion of the communities in the Affected Area. Therefore, no adverse effects would occur.

5.2.2.3 Community Layout

Alternative 1 would primarily be underground north of the I-10 freeway. Only station entrances would be placed at-grade with the surrounding uses. As the Project alignment would be primarily underground, Alternative 1 would not alter the community layout north of the I-10 freeway. South of the I-10 freeway, the communities within the Affected Area have been historically built around the rail ROWs. Alternative 1 would require partial and full acquisition of several properties; street closures in an industrial area north of the I-10 freeway (Central City) and in a mixed industrial, commercial, residential area on 188th Street between Corby Avenue and Pioneer Boulevard (Artesia); and turning restrictions at some intersections. These changes are not anticipated to isolate or change community character or cohesion. The physical layout of the affected communities would remain similar to existing conditions, and the area surrounding the project alignment and station areas would remain accessible. The overall functionality of the uses adjacent to and surrounding the project alignment and station entrances would not be adversely affected. Alternative 1 is not expected to adversely affect the character or cohesion of the communities within the Affected Area.

5.2.2.4 Changes in Noise

As presented in Table 5.2, Alternative 1 would result in adverse noise effects at several residential neighborhoods. Mitigation Measures NOI-1 through NOI-7, which include soundwalls, low impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell-stop variance, TPSS noise reduction, and freight track relocation soundwalls would be implemented to reduce noise levels to the extent feasible in which residual adverse noise effects could still occur in some communities. However, based on the community stability of the affected communities and reductions to the noise levels, such residual impacts are not anticipated to create a shift in the community that would result in an adverse effect to the cohesion of the communities (see the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*). The anticipated changes in noise levels are not expected to adversely affect the character and cohesion of the communities within the Affected Area.

5.2.2.5 Changes in Visual Character

Alternative 1 would be primarily underground north of 14th Street, and the proposed station entrances for the underground alignment would be integrated with existing land uses. South of 14th Street, Alternative 1 would be aerial or at-grade. The aerial alignment would be located within the existing rail or public street ROWs, and the at-grade segments would be located within the existing rail ROWs. Alternative 1 would remove landscaping within the rail ROWs and introduce new visual elements to the area; however, Alternative 1 would be located within an existing rail ROW or street right-of-way and would be compatible with the existing transportation corridor. Alternative 1 would potentially remove the existing landscaping and decorative wall on the south side of the World Energy storage tracks in the Paramount community, which would make the World Energy storage tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks would not be visually compatible with the surrounding residential area. Alternative 1 would also remove the public art statue, "Belle", from the PEROW. Although the removal of "Belle" would not conflict with or detract from the visual character of the PEROW, the statue is a piece of public art that has aesthetic value to Bellflower.

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle), would be implemented so that views of the storage tracks north of Somerset Boulevard remain obstructed and that "Belle" would be relocated, respectively. These mitigation measures would be implemented to ensure that views of the storage tracks north of Somerset Boulevard (east of the proposed LRT tracks) remain obstructed and that "Belle" would be relocated in coordination with Bellflower.

With implementation of mitigation measures, Alternative 1 is not anticipated to result in adverse changes to the visual character of the communities in the Affected Area (see *West Santa Ana Branch Transit Corridor Project Visual Aesthetic Impact Report* [Metro 2021g]). In addition, for portions of the Project alignment that are located to the rears of residential homes, community facilities, and industrial buildings, these uses are not anticipated to be affected by the changes to the visual character within the rail ROW. As such, changes in noise levels and visual character are not expected to adversely affect the character and cohesion of the communities within the Affected Area. No adverse effect would occur.

5.2.2.6 Changes in Land Use

Alternative 1 could indirectly affect growth and development in the Affected Area by providing opportunities for TODs around the proposed stations. Although Alternative 1 would have the potential to indirectly change the types of land uses that surround the proposed stations (i.e., by converting industrial uses to commercial uses or TODs), these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. Any new development that could be potentially built around the proposed stations would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. City- and Metro-funded TOD plans are currently being prepared in several of the affected communities. These plans would undergo separate environmental review, and the affected local jurisdictions would be responsible for ensuring that these plans and any new development are consistent with goals, policies, and objectives. In this context, it is anticipated that any potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions. As the potential land use changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions and new development around the proposed stations would be solely at the

discretion and approval of the affected communities, the character and cohesion of the communities within the Affected Area are not expected to be adversely affected by potential land use changes.

5.2.2.7 Changes in Demographics

As discussed in Section 4.2, population, households, and employment in the areas surrounding the proposed stations are projected to grow. Any development that could result in the area surrounding the proposed stations is anticipated to be consistent with the SCAG adopted growth projections, which are based on the General Plan land use designations of local jurisdictions.

Several ethnic districts are located within the communities the Project would serve, including El Pueblo del Los Angeles, a historic district centered on the City of Los Angeles' Spanish and Mexican history and the International Cultural District of Artesia, also known as "Little India." The proposed stations would allow residents who live outside of these communities to better access these ethnic districts, resulting in a beneficial effect to the Los Angeles and Artesia community.

5.2.2.8 Summary

Alternative 1 would not directly or indirectly affect the community character and cohesion. Property acquisition and displacement of businesses and residents would not affect the overall function of community assets or adjacent and surrounding uses, and no community assets would be displaced. Access to community facilities and the community layout would be maintained. Additionally, changes in noise levels, visual character (with implementation of Mitigation Measures VA-1 and VA-2), land use, and demographics would not adversely affect community character and cohesion.

The cohesion of ethnic and racial groups within the Affected Area, and any development that could occur in the area surrounding the proposed stations is anticipated to be consistent with the affected jurisdictions' General Plan goals, policies, objectives, and land use designations (see above discussion for "Changes in Land Use"). The Project alignment would allow residents who live outside of communities with historic and ethnic districts better access to these districts, resulting in a beneficial effect to these areas. Furthermore, the Project corridor is surrounded by urban uses containing a limited number of vacant or underutilized parcels. Thus, Alternative 1 is not expected to substantially change existing growth and development patterns. Changes in population, households, and employment as a result of the new developments, such as TODs, are anticipated to be consistent with growth projections adopted by SCAG since the growth projections are based on the General Plan land use designations of local jurisdictions. Thus, no adverse effects related to community character and cohesion would occur.

5.2.3 Community Stability

Stability of a community is determined based on how long residents reside in their homes. As shown in Table 4.16, approximately 86.6 percent of the residents living in the affected communities have resided in the same house after one year, which can indicate a strong cohesive community and a lower level of housing tenure turnover. Although Alternative 1 would require partial and full acquisition of several residential properties and some residents may be displaced, Alternative 1 is not expected to alter the stability of the communities in the Affected Area. Instead, Alternative 1 would increase the connection among the communities in the Affected Area by providing additional transit services, which would benefit the existing

residents of the communities, and could help support the stability of the communities in the Affected Area. Thus, no adverse effects related to the stability of the community would occur.

5.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

5.3.1 Access and Mobility

As shown in Table 5.1, Alternative 2 would introduce two stations in the Center City community (7th Street/Metro Center Station, South Park/Fashion District Station) and one station along the Center City North/Center City boundaries (Arts/Industrial District Station). Alternative 2 would have the same stations as Alternative 1 in the Southeast Los Angeles, Florence-Firestone Huntington Park, South Gate, Downey, South Gate/ Paramount, Bellflower, and Artesia communities. The station entrances in the Center City and Center City North communities for Alternative 2 would be located on surface parking lots, industrial, commercial, and/or public facility properties. The stations would not impede access and mobility of motorists, pedestrians, and bicyclists to residential neighborhoods and community assets. Rather, the proposed stations would improve access and mobility by providing the affected communities with an alternative mode of transportation to automobiles. Pedestrian activities in the neighborhoods surrounding the proposed stations could increase. Additionally, regional and local access to and from the communities in the Affected Area would increase, which would be considered a Project benefit.

Alternative 2 would have the same above-ground alignment and components as Alternative 1 and the same street closures, turning restrictions, grade crossing modifications, new grade crossings, sound walls, and safety barriers. Alternative 2 would adversely affect the same 12 intersections as Alternative 1 and would not involve any street closures or turning restrictions north and west of Bay Street. The physical layout of the affected communities would remain similar to existing conditions and would not impede community access and mobility. Vehicle, pedestrian, and bicycle access to the surrounding area would be maintained through the surrounding streets that are within one to three blocks away from the proposed street closures and turning restrictions. Therefore, no adverse effects on access and mobility would occur.

5.3.2 Community Character and Cohesion

5.3.2.1 Acquisition and Displacement of Residential Properties or Community Assets

Alternative 2 would require partial or full acquisition of surface parking lots, as well as commercial and industrial structures, for permanent underground easements for the subterranean portion of the Project alignment and for station entrances north of Bay Street in Los Angeles. No residential properties or community assets would be displaced. The area surrounding the Project alignment and station areas would remain accessible, and the overall functionality of the uses adjacent to and surrounding the Project alignment and station entrances would not be adversely affected.

Alternative 2 would acquire and displace the same properties as Alternative 1 south of Bay Street (see Table 5.2 and Section 5.2.2.1). Similarly, no community assets would be displaced; property acquisition and displacement would not affect the overall function of community assets or adjacent and surrounding uses; and changes to residential properties would not cause residential neighborhoods and community assets to become isolated. Property displacement and acquisition, the realignment of the Bellflower Bike Trail, and the discontinued use of the PEROW as an informal equestrian trail would not isolate or change

the character and cohesion of the communities in the Affected Area. Therefore, no adverse effects on community character and cohesion would occur.

5.3.2.2 Access to Community Facilities

Alternative 2 would have the same effect on the community facilities as Alternative 1, including access to the Paramount and Bellflower Bike Trails and the informal use of PEROW as an equestrian trail. The proposed changes would not change the character and cohesion of the communities in the Affected Area, and Alternative 2 would not result in adverse effects on community character or cohesion.

5.3.2.3 Community Layout

Alternative 2 would be primarily underground north and west of Bay Street and would not alter the community layout north and west of Bay Street. Alternative 2 would have the same alignment and components as Alternative 1 south of Bay Street. As discussed in Section 5.2.2, the proposed changes are not anticipated to isolate or change community character or cohesion. The physical layout of the affected communities would remain similar to existing conditions, and the area surrounding the project alignment and station areas would remain accessible. The overall functionality of the uses adjacent to and surrounding the project alignment and station entrances would not be adversely affected. Alternative 2 is not expected to adversely affect the character or cohesion of the communities within the Affected Area.

5.3.2.4 Changes in Noise

Alternative 2 would result in the same adverse noise and visual effects as Alternative 1. Similarly, noise mitigation measures (NOI-1 through NOI-7, which include soundwalls, low impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell-stop variance, TPSS noise reduction, and freight track relocation soundwalls) would be implemented to reduce noise levels to the extent feasible in which residual adverse noise effects could still occur in some communities. The anticipated changes in noise levels are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.3.2.5 Changes in Visual Character

Alternative 2 would include the removal of the landscaping and decorative wall on the north side of Somerset Boulevard and the "Belle" public art statue. Similarly, Alternative 2 would implement Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), and no adverse effects on visual character would occur. Overall, changes to the visual character are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.3.2.6 Changes in Land Use

Similar to Alternative 1, Alternative 2 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. In this context, it is anticipated that any potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions. As the potential land use changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions

and new development around the proposed stations would be solely at the discretion and approval of the affected communities, the character and cohesion of the communities within the Affected Area are not expected to be adversely affected by potential land use changes.

5.3.2.7 Changes in Demographics

Similar to Alternative 1, Alternative 2 would not include components that may directly or indirectly affect the cohesion of ethnic and racial groups within the Affected Area. Thus, Alternative 2 is not expected to substantially change existing growth and development patterns and any development in the proposed station areas is anticipated to be consistent with the affected jurisdictions' General Plan goals, policies, objectives, and land use designations. Changes in population, households, and employment as a result of the new developments are anticipated to be consistent with growth projections adopted by SCAG. Thus, no adverse effects related to community character and cohesion would occur.

5.3.2.8 Summary

Under NEPA, Alternative 2 would not result in adverse effects related to community character and cohesion.

5.3.3 Community Stability

As shown in Table 4.16, approximately 86.0 percent of the residents living in the Alternative 2 affected communities have resided in the same house after one year, which can indicate a strong cohesive community. Similar to Alternative 1, the acquisition of residential properties and displacements of a limited number of residents is not expected to alter the stability of the communities in the Affected Area. Instead, Alternative 2 would increase the connection among the communities in the Affected Area by providing additional transit services, which would benefit the existing residents of the communities, and could help support the stability of the communities in the Affected Area. Therefore, no adverse effects related to community stability would occur.

5.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

5.4.1 Access and Mobility

Alternative 3 would have a shorter alignment than Alternatives 1 and 2 and would traverse through Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, and adjacent to Vernon. Alternative 3 would have the same alignment and components, street closures, turning restrictions, grade crossing modifications, new grade crossings, sound walls, and safety barriers as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue (see Table 5.1 and Section 5.2.1). Alternative 3 would adversely affect the same 12 intersections as Alternatives 1 and 2, but would not involve any street closures or turning restrictions north and west of Bay Street as Alternative 3 would be located south of this area. Vehicle, pedestrian, and bicycle access to the surrounding area would be maintained through the surrounding streets that are within one to three blocks away from the proposed street closures and turning restrictions. Therefore, no adverse effects on access and mobility would occur. Changes to access and mobility south of 55th Street/Long Beach Avenue would be the same as Alternative 1 and 2.

5.4.2 Community Character and Cohesion

5.4.2.1 Acquisition and Displacement of Residential Properties or Community Assets

Alternative 3 would acquire and displace the same properties as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue (see Table 5.2 and Section 5.2.2.1). Similarly, no community assets would be displaced; property acquisition and displacement would not affect the overall function of community assets or adjacent and surrounding uses; and changes to residential properties would not cause residential neighborhoods and community assets to become isolated. Property displacement and acquisition, the realignment of the Bellflower Bike Trail, and the discontinued use of the PEROW as an informal equestrian trail would not isolate or change the character and cohesion of the communities in the Affected Area. Therefore, no adverse effects on community character and cohesion would occur.

5.4.2.2 Access to Community Facilities

Alternative 3 would have the same effect on the community facilities as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue, including access to the Paramount and Bellflower Bike Trails and the informal use of PEROW as an equestrian trail. The proposed changes would not change the character and cohesion of the communities, and Alternative 3 would not result in adverse effects.

5.4.2.3 Community Layout

Alternative 3 would have the same alignment and components as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue. As discussed in Section 5.2.2, the proposed changes are not anticipated to isolate or change community character or cohesion. The physical layout of the affected communities would remain similar to existing conditions, and the area surrounding the project alignment and station areas would remain accessible. The overall functionality of the uses adjacent to and surrounding the project alignment and station entrances would not be adversely affected. Alternative 3 is not expected to adversely affect the character or cohesion of the communities within the Affected Area.

5.4.2.4 Changes in Noise

Alternative 3 would result in the same adverse noise and visual effects as Alternatives 1 and 2 south of 55th Street/Long Beach Avenue. Similarly, noise mitigation measures (NOI-1 through NOI-7, which include soundwalls, low impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell-stop variance, TPSS noise reduction, and freight track relocation soundwalls) would be implemented to reduce noise levels to the extent feasible in which residual adverse noise effects could still occur in some communities. The anticipated changes in noise levels are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.4.2.5 Changes in Visual Character

Alternative 3 would include the removal of the landscaping and decorative wall on the north side of Somerset Boulevard and the "Belle" public art statue, would implement Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), and no adverse effects on visual character would occur. Overall, changes to visual character are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.4.2.6 Changes in Land Use

Similar to Alternatives 1 and 2, Alternative 3 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. In this context, it is anticipated that any potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions. As the potential land use changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions and new development around the proposed stations would be solely at the discretion and approval of the affected communities, the character and cohesion of the communities within the Affected Area are not expected to be adversely affected by potential land use changes.

5.4.2.7 Changes in Demographics

Similar to Alternatives 1 and 2, Alternative 3 would not include components that may directly or indirectly affect the cohesion of ethnic and racial groups within the Affected Area. Thus, Alternative 3 is not expected to substantially change existing growth and development patterns and any development in the proposed station areas is anticipated to be consistent with the affected jurisdictions' General Plan goals, policies, objectives, and land use designations. Changes in the demographics of a community as a result of the new developments are anticipated to be consistent with growth projections adopted by SCAG. Thus, no adverse effects related to community character and cohesion would occur.

5.4.2.8 Summary

Under NEPA, Alternative 3 would not result in adverse effects related to community character and cohesion.

5.4.3 Community Stability

As shown in Table 4.16, approximately 88.9 percent of the residents living in the Alternative 3 affected communities have resided in the same house after one year, which can indicate a strong cohesive community. Similar to Alternatives 1 and 2, the acquisition of residential properties and displacements of a limited number of residents is not expected to alter the stability of the communities in the Affected Area. Instead, Alternative 3 would increase the connection among the communities in the Affected Area by providing additional transit services, which would benefit the existing residents of the communities, and could help support the stability of the communities in the Affected Area. Therefore, no adverse effects related to community stability would occur.

5.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

5.5.1 Access and Mobility

Alternative 4 would have a shorter alignment than Alternatives 1, 2, and 3 and would traverse through South Gate, Paramount, Bellflower, Cerritos, and Artesia. Alternative 4 would have the same alignment, stations, and other Project components as Alternatives 1, 2, and 3 south of Main Street/San Pedro Subdivision ROW (see Table 5.1 and Section 5.2.1).

Alternative 4 would adversely affect 0 intersections but would result in two street closure (at 188th Street between Corby Avenue and Pioneer Boulevard and at 187th Street between Corby

Ave (East) and Corby Ave (West)) and would not result in any turning restrictions. Existing grade crossings (north of Somerset Boulevard) would be modified and new grade crossings (south of Somerset Boulevard) would be created. Similarly, existing pedestrian crossings would remain available at intersections with grade crossings and would continue to allow unimpeded access throughout the affected communities. Vehicle, pedestrian, and bicycle access to the surrounding area would be maintained through the surrounding streets that are within one to three blocks away from the proposed street closures and turning restrictions. Therefore, no adverse effects on access and mobility would occur. Changes to access and mobility south of Main Street/San Pedro Subdivision ROW would be the same as Alternatives 1, 2 and 3.

5.5.2 Community Character and Cohesion

5.5.2.1 Acquisition and Displacement of Residential Properties or Community Assets

Alternative 4 would acquire and displace the same properties as Alternatives 1, 2 and 3 south of Main Street/San Pedro Subdivision ROW (see Table 5.2 and Section 5.2.2.1). Similarly, no community assets would be displaced; property acquisition and displacement would not affect the overall function of community assets or adjacent and surrounding uses; and changes to residential properties would not cause residential neighborhoods and community assets to become isolated. Property displacement and acquisition, the realignment of the Bellflower Bike Trail, and the discontinued use of the PEROW as an informal equestrian trail would not isolate or change the character and cohesion of the communities in the Affected Area. Therefore, no adverse effects on community character and cohesion would occur.

5.5.2.2 Access to Community Facilities

Alternative 4 would have the same effect on the community facilities as Alternatives 1, 2, and 3 south of Main Street/San Pedro Subdivision ROW, including access to the Paramount and Bellflower Bike Trails and the informal use of PEROW as an equestrian trail. The proposed changes would not change the character and cohesion of the communities and Alternative 4 would not result in adverse effects.

5.5.2.3 Community Layout

Alternative 4 would have the same alignment and components as Alternatives 1, 2 and 3 south of Main Street/San Pedro Subdivision ROW. As discussed in Section 5.2.2, the proposed changes are not anticipated to isolate or change community character or cohesion. The physical layout of the affected communities would remain similar to existing conditions, and the area surrounding the project alignment and station areas would remain accessible. The overall functionality of the uses adjacent to and surrounding the project alignment and station entrances would not be adversely affected. Alternative 4is not expected to adversely affect the character or cohesion of the communities within the Affected Area.

5.5.2.4 Changes in Noise

Alternative 4 would result in the same adverse noise and visual effects as Alternatives 1, 2 and 3 south of Main Street/San Pedro Subdivision ROW. Similarly, noise mitigation measures (NOI-1 through NOI-7, which include soundwalls, low impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell-stop variance, TPSS noise reduction, and freight track relocation soundwalls) would be implemented to reduce noise levels to the extent feasible in which residual adverse noise effects could still occur in some communities.

The anticipated changes in noise levels are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.5.2.5 Changes in Visual Character

Alternative 4 would include the removal of the landscaping and decorative wall on the north side of Somerset Boulevard and the "Belle" public art statue, would implement Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), and no adverse effects on visual character would occur. Overall, changes to the visual character are not expected to adversely affect the character and cohesion of the communities within the Affected Area for communities.

5.5.2.6 Changes in Land Use

Similar to Alternatives 1, 2 and 3, Alternative 4 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. In this context, it is anticipated that any potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions. As the potential land use changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions and new development around the proposed stations would be solely at the discretion and approval of the affected communities, the character and cohesion of the communities within the Affected Area are not expected to be adversely affected by potential land use changes.

5.5.2.7 Changes in Demographics

Similar to Alternatives 1, 2 and 3, Alternative 4 would not include components that may directly or indirectly affect the cohesion of ethnic and racial groups within the Affected Area. Thus, Alternative 4 is not expected to substantially change existing growth and development patterns and any development in the proposed station areas is anticipated to be consistent with the affected jurisdictions' General Plan goals, policies, objectives, and land use designations. Changes in the demographics of a community as a result of the new developments are anticipated to be consistent with growth projections adopted by SCAG. Thus, no adverse effects related to community character and cohesion would occur.

5.5.2.8 Summary

Under NEPA, Alternative 4would not result in adverse effects related to community character and cohesion.

5.5.3 Community Stability

As shown in Table 4.16, approximately 88.7 percent of the residents living in the Alternative 4 affected communities have resided in the same house after one year, which can indicate a strong cohesive community. Similar to Alternatives 1, 2 and 3, the acquisition of residential properties and displacements of a limited number of residents is not expected to alter the stability of the communities in the Affected Area. Instead, Alternative 4 would increase the connection among the communities in the Affected Area by providing additional transit services, which would benefit the existing residents of the communities, and could help support the stability of the communities in the Affected Area. Therefore, no adverse effects related to community stability would occur.

5.6 Design Options

5.6.1 Design Option 1

5.6.1.1 Access and Mobility

Design Option 1 would primarily be underground with a station entrance at-grade with the surrounding uses at the concourse area inside the LAUS building. LAUS is adjacent to Central City and the Design Option 1 station entrance would be in the Central City North community. Design Option 1 would not introduce physical barriers that would impede access or mobility to the surrounding communities. Therefore, no adverse effect would occur.

5.6.1.2 Community Character and Cohesion

Design Option 1 would primarily be underground with a station entrance proposed at the concourse area inside the LAUS building. Design Option 1 would displace a commercial business at LAUS but would not displace or isolate any residential properties or community assets. The physical layout of Central City North and Central City would remain similar to existing conditions. Access to community facilities and residential properties would remain.

Design Option 1 is not expected to change the visual character, noise, and land use of Central City North, or the adjacent Central City community, as the proposed station entrance would be located on a site that is used as a transit stop for various regional and local rail and bus lines. Although TODs could be potentially developed in the surrounding area, the potential development would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. Future development would undergo separate environmental review, and the affected local jurisdiction would be responsible for ensuring that these plans are consistent with their goals, policies, and objectives. In this context, it is anticipated that potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions.

Design Option 1 does not include components that may directly or indirectly affect the cohesion of ethnic and racial groups within the Affected Area and is not expected to substantially change existing growth and development patterns. Any development that could result in the area surrounding this design option is anticipated to be consistent with the affected jurisdiction (i.e., City of Los Angeles) General Plan goals, policies, objectives, and land use designations. Changes in population, households, and employment as a result of these new developments are anticipated to be consistent with the SCAG adopted growth projections as these growth projections are based on the General Plan land use designations of local jurisdictions. Therefore, no adverse effects related to community character and cohesion would occur.

5.6.1.3 Community Stability

Design Option 1 would increase connection among the communities in the Affected Area by providing additional transit services, which would benefit the residents of the communities. Design Option 1 is not expected to cause residents within the Affected Area to move out of their communities. Therefore, no adverse effects related to community stability would occur.

5.6.2 Design Option 2

5.6.2.1 Access and Mobility

Design Option 2 would primarily be underground with two station entrances at-grade with the surrounding uses. One station entrance would be situated on the easterly side yard of a commercial property (in the Central City community) and another station entrance would be situated on a surface parking lot of a Los Angeles Department of Water and Power (LADWP) Materials Testing Laboratory (in the Central City North community). No parking facilities, at-grade crossings, street closures, turning restrictions, or physical barriers are proposed that would impede access or mobility. Thus, no adverse effect would occur.

5.6.2.2 Community Character and Cohesion

Design Option 2 would primarily be underground with two station entrances at-grade with the surrounding uses. The station entrances would be located on a commercial and public facilities property and would not displace or isolate any residential properties or community assets. Additionally, the physical layout of Central City North and Central City would remain similar to existing conditions. Access to community facilities and residential properties would remain.

Design Option 2 is not expected to change the visual character, noise, and land use of Central City North and Central City as the design option would primarily be underground. The station entrances would be consistent with the scale, massing and character of the surrounding area and would fit with the visual character of the Affected Area. Residential uses near the station entrances would not experience any adverse noise. Although TODs could be potentially developed in the surrounding area, the potential development would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. Future development would undergo separate environmental review, and the affected local jurisdiction would be responsible for ensuring that these plans are consistent with their goals, policies, and objectives. In this context, it is anticipated that potential adverse indirect land use effects would be addressed and mitigated by restrictions imposed by local jurisdictions.

Design Option 2 does not include components that may directly or indirectly affect the cohesion of ethnic and racial groups within the Affected Area and is not expected to substantially change existing growth and development patterns. Any development that could result in the area surrounding this design option is anticipated to be consistent with the affected jurisdiction (i.e., City of Los Angeles) General Plan goals, policies, objectives, and land use designations. Changes in population, households, and employment as a result of these new developments are anticipated to be consistent with the SCAG adopted growth projections as these growth projections are based on the General Plan land use designations of local jurisdictions. Therefore, no adverse effects related to community character and cohesion would occur.

5.6.2.3 Community Stability

Design Option 2 would increase connection among the communities in the Affected Area by providing additional transit services, which would benefit the residents of the communities. Design Option 2 is not expected to cause residents within the Affected Area to move out of their communities. Therefore, no adverse effects related the stability of the community would occur.

5.7 Maintenance and Storage Facility

5.7.1 Paramount MSF Site Option

5.7.1.1 Access and Mobility

The Paramount MSF site option would be located in an area with primarily industrial and commercial uses, including the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking, and industrial uses. Our Lady of the Rosary Church and School adjoins the MSF site to the east, with Paramount Park, Paramount Park Middle School, and Paramount High School located further east along Paramount Boulevard. A wall to the rear of Our Lady of the Rosary Church and School currently separates the MSF site from these community assets. Should this MSF site option be selected, this rear wall would remain. The Paramount MSF site option does not contain residences or other uses characteristic of a community such as neighborhood retail. Security barriers would be installed along the perimeter of the site, which would not create a physical barrier to an established community since the site is located in an area with primarily commercial and industrial uses and the MSF site option would not obstruct any public street rights-of-way.

With the installation of security barriers along the perimeter of the Paramount MSF site option, the proposed MSF site option would close the portion of All America City Way that is located within the MSF site option, which generally runs along the north and west side of the MSF site option. This private road currently allows motorists along public street ROWs (i.e., Paramount Boulevard and Somerset Boulevard) to access the parking facilities for the Paramount Swap Meet, Paramount Drive-in Theatre, and the industrial uses. If this MSF site option is selected, these uses would no longer be located on the site and All America City Way would no longer be needed to connect the public street ROWs to the parking facilities associated with these uses. The Paramount MSF site option does not involve the closure of any public street ROWs, including the public ROW portion of All America City Way at the northeasterly corner of the MSF site option. Pedestrians and motorists would still be able to use public ROWs to access the surrounding uses and residential neighborhood. Bianchi Way, north of the MSF site option, would continue to connect Rosecrans Avenue to a portion of All America City Way. The grade crossing at the intersection of Rosecrans Avenue and the San Pedro Subdivision ROW would be modified to accommodate two LRT tracks that would lead LRVs to the Paramount MSF site. The Paramount MSF site option would not involve any roadway/intersection closures or turning restrictions that would restrict access to residential neighborhoods or community assets. Additionally, operation of the MSF is not expected to adversely affect any of the nearby street intersections (see *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* [Metro 2021h]). Thus, no residential properties or community assets would be isolated, and no adverse effects related to community access and mobility would occur.

5.7.1.2 Community Character and Cohesion

No residential homes or community assets are located on the Paramount MSF site option site and would not permanently displace community assets. No residential or community assets would be affected to accommodate the MSF tracks. Five commercial properties on the Paramount MSF site would be displaced; however, the acquisition of these properties are not identified as community assets and would not result in the isolation of this residential neighborhood. The physical layout of the residential neighborhood and Paramount community would remain similar to existing conditions.

The Paramount MSF site option would not adversely affect the visual character of the surrounding area. While the Paramount MSF site option would result in adverse noise effects related to the MSF lead tracks at the residential neighborhood north of Rosecrans Avenue, mitigation measures would be implemented to reduce noise levels to the extent feasible.

The Paramount MSF site option would be consistent with the industrial and commercial uses on the site and in the surrounding area. It would not change the types of land uses that surround the MSF site option. The Paramount MSF site option would not directly induce population or housing growth as it would be a maintenance and industrial-focused use, consistent with the industrial uses adjacent to the west side of the MSF site option. It would not directly or indirectly affect the ethnic and racial groups within Paramount. No residential units are proposed on the site and, thus, the Paramount MSF site option would not directly increase population and housing. Any increase in employment associated with the proposed MSF site option would be consistent with the SCAG growth projections for Paramount. The potential increase in employment is not expected to induce substantial unplanned population growth since it is anticipated that employment would be primarily filled by residents of the Los Angeles County region.

The anticipated changes associated with the Paramount MSF site option (e.g., residential displacement and anticipated changes in noise levels, land use, and demographics) are not expected to adversely affect the character and cohesion of the Paramount community.

5.7.1.3 Community Stability

As shown in Table 4.16, approximately 87.9 percent of Paramount residents have resided in the same house after one year. The Paramount MSF site option would not require acquisitions for residential properties and would not alter the stability of Paramount. Therefore, no adverse effects to community stability would occur.

5.7.2 Bellflower MSF Site Option

5.7.2.1 Access and Mobility

The Bellflower MSF site option is located south of Somerset Boulevard in Bellflower and the site is currently leased by Bellflower to the owners of a privately-owned recreational business. The Bellflower MSF site option is surrounded by single- and multi-family residential homes, mobile home communities, and industrial and commercial businesses. Security barriers would be installed along the perimeter of the Bellflower MSF site option. The MSF site option would not involve any roadway/intersection closures or turning restrictions that would restrict access to nearby residential neighborhoods or community assets. Pedestrian and vehicular access to nearby residential neighborhoods and mobile home communities would be maintained. Additionally, operation of the MSF is not expected to adversely affect any of the nearby street intersections. The lead tracks proposed within the PEROW on the south side of the MSF site option would not impede access to the Bellflower Bike Trail since the bike trail would be located south of the proposed lead and LRT tracks. Therefore, no adverse effects on access and mobility would occur.

5.7.2.2 Community Character and Cohesion

A full property acquisition of the proposed Bellflower MSF site option would be required if this site is selected. The Bellflower MSF site option does not include any identifiable community assets. Although the privately-owned recreational business would no longer be

located on the site if this option is chosen, no residential properties or community assets would be isolated, disrupted, or displaced. Although the Bellflower MSF site option would change the existing recreational/commercial site to an industrial-related use, the use would be consistent with the other industrial development that adjoins the west side of the site. The Bellflower MSF site option would be consistent with the mixed industrial, commercial, and residential character of its surrounding area.

The physical layout of the community surrounding the MSF site option would remain similar to existing conditions. The Bellflower MSF site option would not result in adverse noise effects at the surrounding residential uses. Additionally, the Bellflower MSF site option would not adversely affect visual character since existing landscaping and barriers along the perimeter of the Bellflower MSF site option would either remain or be replaced with other types of landscaping and barriers that obstruct views of the MSF site option from the surrounding residential uses.

The Bellflower MSF site option would not directly or indirectly affect the cohesion of ethnic and racial groups. It is not expected to directly induce any population or housing growth as it would be a maintenance and industrial-focused use, consistent with the industrial uses adjacent to the west side of the MSF site option. No residential units are proposed on the site option and, thus, the Bellflower MSF site option would not directly increase population and housing. Any increase in employment associated with the proposed MSF site option would be consistent with the SCAG growth projections for Bellflower. The potential increase in employment is not expected to induce substantial unplanned population growth since it is anticipated that employment would be primarily filled by residents of the Los Angeles County region.

The anticipated changes associated with the Bellflower MSF site option (e.g., anticipated changes in noise levels, land use, and demographics) are not expected to adversely affect the character and cohesion of the Bellflower community.

5.7.2.3 Community Stability

As shown in Table 4.16, approximately 90.3 percent of Bellflower residents have resided in the same house after one year. The Bellflower MSF site option would not acquire or displace any residential properties, and the development of the Bellflower MSF site option is not expected to cause residents living near the MSF site option to move out of the Bellflower community. Therefore, no adverse effects to community stability would occur.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, communities and neighborhood impacts would also be analyzed in accordance with Appendix G of *the CEQA Guidelines*. Impacts would be considered significant if the Project has the potential to:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report*. Impacts would be considered significant if the Project has the potential to:

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report*. Impacts would be considered significant if the Project has the potential to:

- Physically divide an established community

6.1 Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

6.1.1 No Project Alternative

Under the No Project Alternative, the Build Alternatives would not be constructed, and the existing communities and neighborhoods would remain unchanged. No properties would be acquired, no structures along the Project alignment would be demolished, and no new structures would be constructed. Additionally, the future planning for TODs around the Project station areas would not be implemented. No population growth beyond that already anticipated in the SCAG growth projections for the region and in local community plans would occur either directly or indirectly. Therefore, no impacts would occur.

6.1.1.1 Mitigation Measures

No mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

No impact.

6.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

As discussed in Sections 5.2, Alternative 1 is intended to increase the overall accessibility and mobility of persons within the Affected Area and would not directly result in population growth within surrounding communities. Alternative 1 could indirectly affect growth and

development in the Affected Area by providing opportunities for TODs around the proposed stations. Any new development that could be potentially built around the proposed stations would be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. City- and Metro-funded TOD plans are currently being prepared in several of the affected jurisdictions. The changes would also be subject to all applicable requirements and regulations of local jurisdictions and are not expected to induce growth beyond that already anticipated in the adopted growth projections for the region and in the local community plans.

Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Since Alternative 1 would be located in an area surrounded by urban uses with a limited number of vacant or underutilized parcels, Alternative 1 is not expected to substantially change existing growth and development patterns. Thus, as Alternative 1 is not expected to induce substantial population growth in the Affected Area beyond adopted growth projections and indirect growth as a result of TODs would require jurisdictional approval on a case-by-case basis, impacts would be less than significant.

6.1.2.1 Mitigation Measures

No mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

Similar to Alternative 1, Alternative 2 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be subject to approval by the city and to all applicable requirements and regulations of the affected city. Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Since Alternative 2 would be located in an area surrounded by urban uses with a limited number of vacant or underutilized parcels, Alternative 2 is not expected to substantially change existing growth and development patterns. Therefore, Alternative 2 is not expected to induce substantial population growth in the Affected Area beyond adopted growth projections and impacts would be less than significant.

6.1.3.1 Mitigation Measures

No mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

Alternative 3 would have a shorter alignment than Alternatives 1 and 2 and would traverse through Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. As such, population growth associated with Alternative 3 would be less than Alternatives 1 and 2.

Similar to Alternatives 1 and 2, Alternative 3 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be subject to approval by the city and to all applicable requirements and regulations of the affected city. Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Since Alternative 3 would be located in an area surrounded by urban uses with a limited number of vacant or underutilized parcels, Alternative 3 is not expected to substantially change existing growth and development patterns. Therefore, Alternative 3 is not expected to induce substantial population growth in the Affected Area beyond adopted growth projections and impacts would be less than significant.

6.1.4.1 Mitigation Measures

No mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

Alternative 4 would have a shorter alignment than Alternatives 1, 2, and 3 and would traverse through South Gate, Paramount, Bellflower, Cerritos, and Artesia. As such, population growth associated with Alternative 4 would be less than Alternatives 1, 2, and 3.

Similar to Alternatives 1, 2, and 3, Alternative 4 could indirectly affect growth and development in the Affected Area through TOD opportunities; however, these changes would be consistent with the goals, policies, and objectives of the affected local jurisdictions. New development around the proposed stations would be subject to approval by the city and to all applicable requirements and regulations of the affected city. Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Since Alternative 4 would be located in an area surrounded by urban uses with a limited number of vacant or underutilized parcels, Alternative 4 is not expected to substantially change existing growth and development patterns. Therefore, Alternative 4 is not expected to induce substantial population growth in the Affected Area beyond adopted growth projections and impacts would be less than significant.

6.1.5.1 Mitigation Measures

No mitigation measures are required.

6.1.5.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.6 Design Options

6.1.6.1 Design Option 1

Design Option 1 would be primarily underground with a station entrance proposed at-grade with the surrounding uses at the concourse area inside the LAUS building. LAUS is an existing transit hub and creating a station entrance in this area would not directly increase population in the surrounding area. If new development were to be built around this design option, such development would be subject to approval by the city and subject to all

applicable requirements and regulations of the affected city. Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Therefore, Design Option 1 is not expected to induce substantial unplanned population growth in the Affected Area, and impacts would be less than significant.

6.1.6.2 Design Option 2

Design Option 2 would be primarily underground with station entrances proposed at-grade with the surrounding uses at the easterly side yard of a commercial property (in the Central City community) and on a surface parking lot of the LADWP Materials Testing Laboratory (in the Central City North community). The station entrances are intended to increase the overall accessibility and mobility of persons within the Affected Area and would not directly result in population growth within surrounding communities. If new development were to be built around this design option, such development would be subject to approval by the city and subject to all applicable requirements and regulations of the affected city. Any new development that could potentially be built around the proposed station areas is anticipated to be consistent with the SCAG growth projections. Therefore, Design Option 2 is not expected to induce substantial unplanned population growth in the Affected Area, and impacts would be less than significant.

6.1.6.3 Mitigation Measures

No mitigation measures are required.

6.1.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.1.7 Maintenance and Storage Facility

6.1.7.1 Paramount MSF Site Option

The Paramount MSF site option is a support facility for the Project and would provide maintenance and storage services and would not directly induce population or housing growth. The potential increase in employment is not expected to induce substantial unplanned population growth and would be consistent with the SCAG growth projections for Paramount. Therefore, impacts would be less than significant.

6.1.7.2 Bellflower MSF Site Option

The Bellflower MSF site option is a support facility for the Project and would provide maintenance and storage services and would not directly induce population or housing growth. The potential increase in employment is not expected to induce substantial unplanned population growth and would be consistent with the SCAG growth projections for Bellflower. Therefore, impacts would be less than significant.

6.1.7.3 Mitigation Measures

No mitigation measures are required.

6.1.7.4 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the West Santa Ana Branch Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2021b).

Construction activities would require preparation and demolition of structures on construction support sites; excavation for tunneling; tunnel construction; subterranean station excavation; freight track relocation; utility relocation; at-grade and aerial guideway system construction (including TPSS and overhead catenary system); at-grade and aerial station construction; street-widening and reconstruction; grade crossing improvements; and the construction of parking facilities and MSF. Construction activities would add construction equipment, cranes, security fencing, barricade materials, stock-piled building materials, dozers, graders, scrapers, trucks, safety and directional signage, and construction staging to the Affected Area. The Build Alternatives would require grade-separated configurations (i.e., aerials, bridges, and underpasses) to cross physical barriers such as rivers, freeways, freight tracks, and major roadway crossings.

7.2 Regulatory Background and Methodology

7.2.1 Regulatory Background

All federal, state, regional, and local regulations and guidelines pertinent to the construction the Project would be followed. For additional regulatory information, refer to the *West Santa Ana Branch Transit Corridor Project Construction Impacts Technical Report* (Metro 2021b).

7.2.2 Methodology

To satisfy NEPA requirements this analysis utilizes the same methods as discussed in Section 1.5 in the context of temporary construction activities to identify and evaluate potential effects on communities and neighborhoods identified along the Project alignment.

To satisfy CEQA requirements, impacts to park communities and neighborhoods are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report*. Impacts would be considered significant if the Project has the potential to:

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report*. Impacts would be considered significant if the Project has the potential to:

- Physically divide an established community

7.3 Construction Impacts

7.3.1 No Build Alternative

Under the No Build Alternative, infrastructure and transportation-related projects located within the Study Area and identified in the SCAG 2016 RTP/SCS (SCAG 2016a), Metro's 2009 LRTP (Metro 2009a), and Measure M, would continue to be implemented and built with the exception of the Build Alternatives. Future construction activities may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and use of temporary easements. However, construction activities would be temporary and would not result in long-term impacts to surrounding community and neighborhoods. Projects built under the No Build Alternative would implement project-specific construction-related measures to reduce and minimize potential adverse effects. Therefore, no adverse effects would occur.

7.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

7.3.2.1 Access and Mobility

Access and mobility to residential neighborhoods and community facilities could be temporarily affected during construction as a result of temporary street, lane, and bike detours and closures. Construction for Alternative 1 would involve underground, aerial, and at-grade construction activities:

- Underground construction in Central City North and Central City communities
- Aerial construction in or adjacent to South East Los Angeles, Florence-Firestone, Huntington Park, South Gate, Paramount, Bellflower, Artesia, and Cerritos
- At-grade construction in or adjacent to Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos.

In the underground segments of Alternative 1, excavation for tunneling, tunnel construction, subterranean station excavation, and subterranean station construction would occur within or adjacent to street ROWs, particularly in station areas. Laydown areas would be located in the station areas on properties adjacent to street ROWs, on parts of a street ROW, and/or at cul-de-sacs. In these areas, construction activities and temporary concrete barriers and fencings along the perimeter of laydown areas are expected to result in temporary sidewalk, lane, and/or street closures, particularly at station areas where excavation would occur. Motorist, pedestrian, and bicycle access to businesses, community assets, and residences may be detoured temporarily, particularly those that are located adjacent or near the construction area. Access to community assets and residences may be detoured during underground construction (i.e. cut-and-cover methods) for Alternative 1 and include, but are not limited to the following:

- Residences to the north of LAUS (Central City, Los Angeles)
- Residences on the east side of Alameda Street, between 1st and 2nd Streets (Central City North, Los Angeles)

In the aerial segments of Alternative 1, laydown areas would generally be located within the rail ROW or on properties adjacent to the Build Alternatives. Barriers surrounding the laydown areas are not expected to adversely affect access and mobility since these areas would be located outside of public street ROWs. However, aerial construction activities could potentially result in temporary lane or street closures (i.e., along Long Beach Avenue; intersection of Randolph Street, Atlantic Avenue, Firestone Boulevard, Imperial Highway, and Garfield Avenue with the San Pedro Subdivision ROW; and intersection of Paramount Boulevard/Rosecrans Avenue, Downey Avenue, Flower Street, Woodruff Avenue, and 183rd Street/Gridley Road with the PEROW). Motorist, pedestrian, and bicycle access to businesses, community assets, and residences along and near the aerial segments of the alignment may be detoured temporarily. Access to community assets and residences may be detoured during aerial construction activities for Alternative 1 and include, but are not limited to the following:

- Residences along Long Beach Avenue (Southeast Los Angeles)
- Residences along Holmes Avenue south of Randolph Street (Florence-Firestone)
- Lillian Street Elementary School (Florence-Firestone)
- Paramount Park (Paramount)
- Residences on Downey Avenue (Paramount)
- Bellflower Bike Trail (Bellflower)
- Residences surrounding 183rd Street/Gridley Avenue (Artesia and Cerritos)

In the at-grade segments of Alternative 1, construction activities would generally occur within rail ROWs, and laydown areas would either be located within the rail ROW or on properties adjacent to the rail ROW. Barriers surrounding the laydown areas are not expected to adversely affect access and mobility since these areas would be located outside of public street ROWs. However, construction activities occurring at grade crossings could potentially result in temporary street and lane closures, and motorist, pedestrian, and bicycle access to businesses, community assets, and neighborhoods may be detoured temporarily. Access to community assets and residences may be detoured during at-grade construction activities for Alternative 1 and include, but are not limited to the following:

- Residences north and south of Randolph Street (Huntington Park)
- UEI College (Huntington Park)
- San Antonio Continuation School (Huntington Park)
- San Antonio Elementary School (Huntington Park)
- Residences north and south of Salt Lake Avenue (Bell, Huntington Park, and Cudahy)
- Salt Lake Park (Huntington Park)
- Residences on the north and south side of PEROW (Bellflower, Cerritos, and Artesia)
- Bellflower Bike Trail (Bellflower)
- Bellflower Pacific Electric Railway Depot (Bellflower)

Overall, Alternative 1 would maintain access to businesses, community assets, residences, and neighborhoods to the extent feasible. While construction activities could temporarily disrupt transit services, transit stations within construction areas would be temporarily relocated and would remain accessible in the affected communities. Construction of Alternative 1 may also require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians, bicyclists, and construction workers. These closures could temporarily affect access

and mobility to businesses, community assets, and residences while construction activities occur. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to businesses, community facilities, community gatherings or festivals, residences, and neighborhoods to the extent feasible. Mitigation Measure COM-1 (Construction Outreach Plan) would require access to community assets (including, but not limited to bike trails), neighborhoods, and businesses be maintained; directional and construction detour routes signage are provided; appropriate signage, barriers and fencing for pedestrian and bicycle detour routes are posted to prevent pedestrians and bicyclists from entering the construction zones; information signage and public updates are provided; a plan to minimize impacts to businesses, community gatherings, and community festivals is developed; and construction activities with other capital improvement projects are coordinated.

Furthermore, as construction activities are temporary, barriers around construction activities and laydown sites would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to pre-construction conditions once construction is completed. Based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur.

7.3.2.2 Community Character and Cohesion

Community disruption could occur during the construction phase. Community character and cohesion could potentially be affected if community facilities and residences are displaced, and changes in community layout, noise and vibration levels, air quality, visual character, land uses, and demographics would adversely affect the character of community facilities and residential areas.

Acquisition and Displacement, Community Layout, and Land Use: Construction activities, including staging areas, excavation sites for tunnel portals and station areas, construction support sites, and TCEs, would require property acquisitions. Some laydown areas and excavation for tunneling (which would generally occur near station areas) would require property acquisitions. No residential uses or community assets would be displaced from these property acquisitions. Although structures within the acquired properties for laydown areas would be demolished to accommodate planned construction activities, construction activities on these properties would be temporary and are not expected to permanently disrupt surrounding land uses. Indirect construction impacts related to construction-related acquisitions, air quality, noise and vibration, and traffic and parking may occur.

Partial property acquisitions for construction or temporary construction easements would be located primarily on Metro-acquired properties consisting of commercial, industrial, or vacant properties. No residential uses or community facilities would be displaced. As construction activities would be temporary, existing buildings on the properties and their essential functions would not be permanently disturbed and the site would be returned to pre-construction conditions once construction is completed. For full acquisitions, Metro would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act.

Following construction, the acquired parcels would increase the opportunity for development in station areas. Since these acquired parcels would be Metro-owned, it would create additional opportunity to develop TODs. Metro's role in the ownership of these parcels would be limited to that of a property owner and the parcels would be subject to the land use controls of the local jurisdictions. Any future development near the alignment or stations

would be separate from the Project and subject to separate environmental analysis, as necessary. Since new development on the acquired properties would be required to comply with the land use regulations of the local jurisdictions, new development on these acquired parcels is expected to be consistent with the goals, policies, and objectives of the affected communities' general plans. Additionally, the physical layout of the affected communities would remain similar to existing conditions (see *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report*). The effects of permanent acquisition on community character and cohesion are discussed in Section 5.2.2.1.

Noise and Vibration: Residential homes and other community assets are located adjacent to and along the Project alignment, station areas, parking lots, and MSF site options. Based on noise measurements conducted for the Project and the location of sensitive uses (e.g., schools, hospitals, churches), noise and vibration related to construction may affect community facilities and residences within 500 feet of potential construction activities, as this is the distance where noise levels are the loudest. It is expected that community facilities and residences farther than 500 feet would not be adversely affected by noise. Typically, at distances greater than 500 feet, construction noise levels are reduced as a result of geometric spreading of noise over an increased area and attenuation provided by intervening rows of buildings. Community facilities that may be affected include schools, community centers, parks, churches, and bike trails. Based on construction activities, location of sensitive receptors to construction activities, and use of construction equipment, temporary construction-related noise and vibration may result in adverse effects. Mitigation Measure NOI-8 (Noise Control Plan) and Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) would be implemented during construction to reduce construction noise and vibration impacts to the extent feasible (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report)*. With mitigation, vibration impacts during construction would not occur, but construction noise may exceed the FTA construction noise criteria and result in temporary adverse effects to community facilities and residences. Construction noise levels would be temporary disruptions and are not anticipated to reach noise levels that would inhibit use of community facilities and residential properties.

Air Quality: Construction activities could temporarily expose sensitive receptors to air pollutant emissions through heavy-duty equipment exhaust, fugitive dust from ground disturbance and material movement, construction worker vehicles exhaust, and heavy-duty trucks used for hauling and vendor deliveries. Exposure to excessive air pollutant emission during construction could inhibit the use of community facilities (such as the use of outdoor recreational facilities), which could potentially alter community character or affect community cohesion during construction. All construction activities would be required to comply with the provisions of Metro's Green Construction Policy and adhere to best management practices to control emissions and exposure to air pollution generated by construction in compliance with the South Coast Air Quality Management District Rule 403 governing fugitive dust control. Based on the conservative assumptions that sensitive receptors would be located within 80 feet of construction site boundaries and modeled construction assumptions for regional and localized emissions, construction-related activities would not expose sensitive receptors to air pollutants, and adverse effects would not occur. Implementation of Mitigation Measure AQ-1 (Vehicle Emissions) would reduce maximum daily NO_X emissions but would still result in a temporary adverse effect related to emissions

of criteria pollutants and ozone precursors. (see *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report*). However, impacts related to construction air quality would be temporary and would not permanently inhibit the use of community facilities, change the community character, or affect community cohesion.

Visual and Aesthetics: Construction activities would be temporarily visible in affected communities and could temporarily affect the visual character of some community assets, such as LAUS and El Pueblo de Los Angeles Historical Monument, and residential neighborhoods. At LAUS, the removal of palm trees along the forecourt driveway would adversely affect the visual character of LAUS since the palm trees contribute to the unique character of LAUS. As LAUS is a community asset, changes in the visual character of LAUS would affect community character. Construction sites would be returned to preconstruction conditions once construction is completed. Mitigation Measures VA-3 (Landscaping at LAUS) and VA-4 (Construction Screening) would reduce visual impacts in the communities during construction (see *West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Report*). Mitigation Measure VA-3 (Landscaping at LAUS) would require palm trees along the LAUS forecourt driveway be replaced and, thus, visual character at LAUS would not be permanently altered with implementation of this mitigation measure. Construction activities are not anticipated to result in adverse changes to the visual character of the affected communities and would not permanently change the established character and cohesion of the affected communities. With implementation of mitigation measures, construction activities are not anticipated to result in adverse changes to the visual character of the affected communities and would not permanently change the established character and cohesion of the affected communities.

Summary: As construction activities are temporary and are not expected to permanently isolate residential neighborhoods or community assets and would not permanently alter the physical layout, noise levels, air quality, and aesthetics of the affected communities, construction activities would not change the character and cohesion of the affected community. Therefore, no adverse effect regarding community character and cohesion would occur.

7.3.2.3 Community Stability

During construction, an adverse effect on community stability would occur if Alternative 1 would cause residents to move out of their communities. Construction activities are temporary. While construction would require the acquisition and displacement of properties for construction staging, construction support sites, and TCEs, no residential uses or community facilities would be temporarily or permanently displaced as a result of property acquisitions. As discussed above, community disruptions could occur during construction since access to businesses, community facilities, and neighborhoods may be detoured. Transit stations within the construction areas would also be temporarily relocated but would remain accessible within the affected community. Although construction could temporarily affect access and mobility, as well as community character and cohesion, construction activities are temporary and are not expected to cause residents to move out of their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community facilities, businesses, and residential areas. Therefore, construction of the Build Alternatives is not expected to adversely affect community stability. No long-term adverse effects on neighborhoods and communities would occur.

7.3.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

7.3.3.1 Access and Mobility

Construction for Alternative 2 would involve similar underground construction activities and would have similar effects on communities and neighborhoods as Alternative 1. Underground construction activities would occur within or adjacent to street ROWs, particularly in station areas. Access to community assets and residences may be detoured during underground construction (i.e. cut-and-cover methods) for Alternative 2 and include, but are not limited to the following:

- Residences along to 8th Street between Francisco Street and Hope Street (Central City community)
- Residences along 8th Street between Main Street and Santee Street (Central City community)

Alternative 2 would involve the same aerial and at-grade construction activities that could adversely affect motorist, pedestrian, and bicycle access to businesses, community assets, and residences, particularly those that are located adjacent or near the construction area. Overall, Alternative 2 would maintain access to businesses, community assets, residences, and neighborhoods to the extent feasible. While construction activities could temporarily disrupt transit services, transit stations within construction areas would be temporarily relocated and would remain accessible in the affected communities. Construction of Alternative 2 may also require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians, bicyclists, and construction workers. These closures could temporarily affect access and mobility to businesses, community assets, and residences while construction activities occur. Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to businesses, community facilities, community gatherings or festivals, residences, and neighborhoods to the extent feasible. Furthermore, as construction activities are temporary, barriers around construction activities and laydown sites would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to pre-construction conditions once construction is completed. Based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur.

7.3.3.2 Community Character and Cohesion

As with Alternative 1, Alternative 2 would result in similar temporary construction activities that would not permanently disrupt surrounding land uses. While some parcels would be partially or fully acquired for construction activities, residential uses and community assets would not be displaced. Properties with partial acquisitions for construction or TCEs would be returned to preconstruction conditions once construction is completed. Some properties that would be used for construction staging would be permanently acquired. These permanently acquired properties would be converted to parking facilities to support operation of the Project. The effects of permanent acquisition on community character and cohesion are discussed in Section 5.3.2.1. New development on the acquired properties would be required to comply with the land use regulations of local jurisdictions and are expected to maintain the existing character and community cohesion of the neighborhood.

Mitigation Measures NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6

(Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), AQ-1 (Vehicle Emissions), VA-3 (Landscaping at LAUS), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction noise, vibration, air quality, and visual quality during construction. However, adverse effects related to noise and air quality emissions during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related noise, vibrations, and air quality would be temporary and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion.

Similar to Alternative 1 and based on the above analysis, under NEPA, Alternative 2 would not result in construction adverse effects related to community character and cohesion.

7.3.3.3 Community Stability

Similar to Alternative 1, Alternative 2 construction activities would be temporary and no residential uses or community facilities would be temporarily or permanently displaced as a result of property acquisition. Although construction could temporarily affect access and mobility, as well as community character and cohesion, construction activities are temporary and are not expected to cause residents to move out of their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community facilities, businesses, and residential areas. Therefore, construction of the Build Alternatives is not expected to adversely affect community stability.

7.3.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

7.3.4.1 Access and Mobility

Alternative 3 would have a shorter alignment than Alternatives 1 and 2 and does not include underground construction activities. Alternative 3 would involve the same aerial and at-grade construction activities and would have similar effects on communities and neighborhoods as Alternatives 1 and 2. These construction activities could adversely affect motorist, pedestrian, and bicycle access to businesses, community assets, and residences, particularly those that are located adjacent or near the construction area. Overall, Alternative 3 would maintain access to businesses, community assets, residences, and neighborhoods to the extent feasible. While construction activities could temporarily disrupt transit services, transit stations within construction areas would be temporarily relocated and would remain accessible in the affected communities. Construction of Alternative 3 may also require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians, bicyclists, and construction workers. These closures could temporarily affect access and mobility to businesses, community assets, and residences while construction activities occur. Similar to Alternatives 1 and 2, Alternative 3 would implement Mitigation Measure COM-1 (Construction Outreach Plan) to maintain access to businesses, community facilities, community gatherings or festivals, residences, and neighborhoods to the extent feasible. Furthermore, as construction activities are temporary, barriers around construction activities and laydown sites would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to pre-construction conditions once construction is completed. Based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur.

7.3.4.2 Community Character and Cohesion

As with Alternatives 1 and 2, Alternative 3 would result in similar temporary construction activities that would not permanently disrupt surrounding land uses. While some parcels would be partially or fully acquired for construction activities, residential uses and community assets would not be displaced. Properties with partial acquisitions for construction or TCEs would be returned to preconstruction conditions once construction is completed. Some properties that would be used for construction staging would be permanently acquired. These permanently acquired properties would be converted to parking facilities to support operation of the Project. The effects of permanent acquisition on community character and cohesion are discussed in Section 5.4.2.1. New development on the acquired properties would be required to comply with the land use regulations of local jurisdictions and are expected to maintain the existing character and community cohesion of the neighborhood.

Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction air quality, noise, vibration, and visual quality during construction. However, adverse effects related to air quality emissions and noise during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related noise, vibrations, and air quality would be temporary disruptions and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion.

Similar to Alternatives 1 and 2 and based on the above analysis, under NEPA, Alternative 3 would not result in construction adverse effects related to community character and cohesion.

7.3.4.3 Community Stability

Similar to Alternatives 1 and 2, Alternative 3 construction activities would be temporary and no residential uses or community facilities would be temporarily or permanently displaced as a result of property acquisition. Although construction could temporarily affect access and mobility, as well as community character and cohesion, construction activities are temporary and are not expected to cause residents to move out of their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community facilities, businesses, and residential areas. Therefore, construction of the Build Alternatives is not expected to adversely affect community stability.

7.3.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

7.3.5.1 Access and Mobility

Alternative 4 would have a shorter alignment than Alternatives 1, 2 and 3 and does not include underground construction activities. Alternative 4 would involve the same aerial and at-grade construction activities and would have similar effects on communities and neighborhoods as Alternatives 1, 2, and 3. These construction activities could adversely affect motorist, pedestrian, and bicycle access to businesses, community assets, and residences, particularly those that are located adjacent or near the construction area. Overall, Alternative 4 would maintain access to businesses, community assets, residences, and neighborhoods to the extent feasible. While construction activities could temporarily disrupt transit services, transit

stations within construction areas would be temporarily relocated and would remain accessible in the affected communities. Construction of Alternative 4 may also require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians, bicyclists, and construction workers. These closures could temporarily affect access and mobility to businesses, community assets, and residences while construction activities occur. Similar to Alternatives 1, 2, and 3, Alternative 4 would implement Mitigation Measure COM-1 (Construction Outreach Plan) to maintain access to businesses, community facilities, community gatherings or festivals, residences, and neighborhoods to the extent feasible. Furthermore, as construction activities are temporary, barriers around construction activities and laydown sites would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to pre-construction conditions once construction is completed. Based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur.

7.3.5.2 Community Character and Cohesion

Similar to Alternatives 1, 2, and 3, Alternative 4 would result in similar temporary construction activities that would not permanently disrupt surrounding land uses. While some parcels would be partially or fully acquired for construction activities, residential uses and community assets would not be displaced. Properties with partial acquisitions for construction or TCEs would be returned to preconstruction conditions once construction is completed. Some properties that would be used for construction staging would be permanently acquired. These permanently acquired properties would be converted to parking facilities to support operation of the Project. The effects of permanent acquisition on community character and cohesion are discussed in Section 5.5.2.1. New development on the acquired properties would be required to comply with the land use regulations of local jurisdictions and are expected to maintain the existing character and community cohesion of the neighborhood.

Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction air quality, noise, vibration, and visual quality during construction. However, adverse effects related to air quality emissions and noise during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related noise, vibrations, and air quality would be temporary disruptions and would not permanently inhibit the use of the community facilities, change community character, or affect community cohesion.

Similar to Alternatives 1, 2, and 3 and based on the above analysis, under NEPA, Alternative 4 would not result in construction adverse effects related to community character and cohesion.

7.3.5.3 Community Stability

Similar to Alternatives 1, 2, and 3, Alternative 4 construction activities would be temporary and no residential uses or community facilities would be temporarily or permanently displaced as a result of property acquisition. Although construction could temporarily affect access and mobility, as well as community character and cohesion, construction activities are temporary and are not expected to cause residents to move out of their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) would maintain

access to community facilities, businesses, and residential areas. Therefore, construction activities are not expected to adversely affect community stability.

7.3.6 Design Options

7.3.6.1 Design Option 1

Construction activities for Design Option 1 are temporary and would occur primarily underground at the baggage area parking facility to the rear of LAUS and in the concourse area inside LAUS. Although barriers would be placed along the perimeter of the construction areas, interior and exterior access to LAUS would be maintained during construction and is not expected to impede the function of LAUS as a transportation hub or access to other community assets. Construction of Design Option 1 does not include construction activities (such as construction staging) or TCEs that would displace residences or community facilities and are not expected to cause residents to move out of their communities. The physical layout and character of LAUS and the affected community would not change. Furthermore, Mitigation Measures AQ-1 (Vehicle Emissions), COM-1 (Construction Outreach Plan), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction air quality, noise, vibration, and visual quality during construction. The indirect impacts associated with temporary construction-related air quality and noise would be temporary disruptions and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability would not occur.

7.3.6.2 Design Option 2

Construction activities for Design Option 2 are temporary and would occur primarily underground in Little Tokyo and at-grade for the station entrances. Although barriers would be placed along the perimeter of the construction areas and temporary street and lane closures could occur, access to the surrounding neighborhood and community assets would be maintained during construction. Roadway, lane, and sidewalk closures have the potential to affect community events in the surrounding area (such as the Nisei Week Japanese Festival). Mitigation Measure COM-1 (Construction Outreach Plan) would require Metro to develop a Construction Outreach Plan to minimize effects to affected communities and businesses, such as impacts to community gatherings or festivals in the project area. Because construction activities are temporary, barriers around construction activities and staging areas would be removed upon completion of construction. Temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Once constructed, Design Option 2 would permanently improve community access by providing a new attractive means of access that does not rely on solo driving. Connections to other neighborhoods within the downtown area and across the region would be strengthened by the rail link.

Construction of Design Option 2 does not include construction activities (such as construction staging) or TCEs that would displace residences or community facilities and is not expected to cause residents to move out of their communities. The physical layout and character of the surrounding area and the affected community would not change. Furthermore, Mitigation Measures AQ-1 (Vehicle Emissions), COM-1 (Construction

Outreach Plan), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction air quality, noise, vibration, and visual quality during construction. However, adverse effects related to air quality and noise during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related air quality and noise would be temporary disruptions and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability would not occur.

7.3.7 Maintenance and Storage Facility

7.3.7.1 Paramount MSF Site Option

Construction activities related to the Paramount MSF site option would be temporary and primarily occur within the MSF site and along the existing San Pedro Subdivision ROW between the PEROW and the MSF site. Barriers surrounding the Paramount MSF site are not expected to adversely affect access and mobility since the MSF site would be located outside of public street ROWs. Construction activities would not alter the physical layout of the affected communities and no residential uses or community assets would be displaced for the purposes of construction. Although increases in noise levels, as well as changes in air quality and visual character, would occur during construction and would temporarily disrupt the area surrounding the MSF site, the changes would not permanently alter the character of Paramount. Additionally, construction activities are not expected to alter the demographics of the community and are not expected to cause residents to move out of the community. Additionally, the physical layout of Paramount would not change.

Since construction of the Paramount MSF could potentially result in temporary street and lane closures, and access to businesses and neighborhoods may be detoured temporarily, adverse effects are anticipated during construction, and implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would be necessary to maintain access to the surrounding uses and to maintain traffic flow. Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction noise, vibration, and visual quality during construction. However, adverse effects related to air quality and noise during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related air quality and noise would be temporary disruptions and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability would not occur.

7.3.7.2 Bellflower MSF Site Option

Construction activities related to the Bellflower MSF site option would be temporary and primarily occur within the MSF, similar to the Paramount MSF site option. Temporary construction barriers would be placed along the perimeter of the site and are not expected to adversely affect access and mobility to residential neighborhoods and community assets.

Similar to the Paramount MSF site option, construction activities would not alter the physical layout of the affected communities and no residential uses or community assets would be displaced for the purposes of construction. Construction activities would temporarily increase noise levels, and impact air quality and visual character; however, the changes would not permanently alter the character of Bellflower. Additionally, construction activities are not expected to alter the demographics of the community, to cause residents to move out of the community, or change the physical layout of Bellflower.

Construction of the Bellflower MSF could also potentially result in temporary street and lane closures, and access to businesses and neighborhoods may be detoured temporarily. Thus, adverse effects are anticipated during construction and implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would be necessary to maintain access to the surrounding uses and to maintain traffic flow. Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening) would be implemented to minimize adverse effects related to construction noise, vibration, and visual quality during construction. However, adverse effects related to air quality and noise during construction would occur even with mitigation. Nonetheless, the indirect impacts associated with temporary construction-related air quality and noise would be temporary disruptions and would not permanently inhibit the use of community facilities, change community character, or affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability would not occur.

7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, communities and neighborhoods impacts would also be analyzed in accordance with Appendix G of *the CEQA Guidelines*.

7.4.1 Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

7.4.1.1 No Project Alternative

Under the No Project Alternative, the Build Alternatives would not be constructed, and the existing communities and neighborhoods would remain unchanged. No properties would be acquired, no structures along the Project alignment would be demolished, and no new structures would be constructed. Additionally, the future planning for TODs around the Project station areas would not be implemented. No population growth beyond that already anticipated in the SCAG growth projections for the region and in local community plans would occur either directly or indirectly. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

The construction phase for Alternative 1 would be temporary and would not directly or indirectly induce unplanned population growth in the area. Construction workers are anticipated to be existing Metro workers or new workers that live within driving distance to the job site and would not require moving to the surrounding area for work. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.3 Alternative 2: 7th Street/Metro Center to Pioneer Station

Similar to Alternative 1, the construction phase for Alternative 2 would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.4 Alternative 3: Slauson/A (Blue) Line to Pioneer Station

Similar to Alternatives 1 and 2, the construction phase for Alternative 3 would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.5 Alternative 4: I-105/C (Green) Line to Pioneer Station

Similar to Alternatives 1, 2, and 3, the construction phase for Alternative 4 would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.6 Design Options

Design Option 1 and Design Option 2

Similar to the Build Alternatives, the construction phase for Design Option 1 and Design Option 2 would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.7 Maintenance and Storage Facility

Paramount MSF Site Option and Bellflower MSF Site Option

Similar to the Build Alternatives, the construction phase for Paramount MSF Site Option and Bellflower MSF Site Option would be temporary and would not directly or indirectly induce unplanned population growth in the area. Construction workers are anticipated to be existing Metro workers or new workers that live within driving distance to the job site and would not require moving to the surrounding area for work. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

No Project Measures are required.

8.2 Mitigation Measures

8.2.1 Operation

Mitigation Measures NOI-1 (Soundwalls), VA-1 (Screening at Somerset Boulevard), VA-2 (Relocation of "Belle")

8.2.2 Construction

COM-1 **Construction Outreach Plan.** Metro would develop a Construction Outreach Plan as part of Metro's Construction Relation & Mitigation Programs in Community Relations in coordination with affected communities and businesses that would be implemented by Metro and its contractors during construction of the Project. The Construction Outreach Plan would include, but not be limited to, the following elements:

- Maintain access to community assets (including, but not limited to bike trails) and neighborhoods during construction as practicable
- Maintain access to businesses during the operating hours of the businesses as practicable
- Provide signage to direct pedestrians and motorists around construction areas; around sidewalk, street, and lane closures; to entrances of businesses and community assets; and to maintain the flow of traffic around the construction area
- Provide appropriate signage, barriers and fencing for pedestrian and bicycle detour routes to prevent pedestrians and bicyclists from entering the construction zones
- Provide signage alerting potential customers that businesses are open during construction and clearly mark detours as appropriate
- Provide the public with construction updates, alerts, and schedules through informational meetings, the project website, and other forms of communication such as, but not limited to, mailings and flyers to businesses and residences with 0.25-mile of the construction zone
- Develop a marketing plan to help reduce impacts to businesses during construction
- Coordinate construction activities with other capital improvement projects being carried out nearby to minimize construction impacts and competing needs for detour routes

Mitigation Measure AQ-1 (Vehicle Emissions) NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and VA-4 (Construction Screening)

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