Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix E
Final Land Use Impact Analysis Report

Metro

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR Appendix E
Final Land Use Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
AB	Assembly Bill
ADA	Americans with Disabilities Act
ATC	Active Transportation Corridor
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CPA	Community Plan Area
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GHG	Greenhouse Gas
I	Interstate
LA	Los Angeles
LADWP	Los Angeles Department of Water and Power
LAUS	Los Angeles Union Station
LAX	Los Angeles International Airport
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
maglev	magnetic levitation
Metro	Los Angeles County Metropolitan Transportation Authority
MP2035	Mobility Plan 2035
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OCTA	Orange County Transportation Authority
PEROW	Pacific Electric Right-of-Way
ROW	Right-of-Way
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SR	State Route

Acronym	Definition
TCE	Temporary Construction Easement
TDM	Transportation Demand Management
TOD	Transit-Oriented Development
TPSS	Traction Power Substations
UPRR	Union Pacific Railroad
USMP	Union Station Master Plan
VA	Veterans Affairs
VMT	Vehicle Miles Traveled
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)—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 2018a). 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 Notice of Preparation, thereby initiating a scoping comment period. The purpose of the revised Notice of Preparation 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 in 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 land use. 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.

Land use patterns influence the character and function of a community and are described through the characterization of existing land use, zoning, and General Plan land use designations. Existing land uses represent uses that currently exist in an area, and zoning represents specific land uses that are permitted within specific areas based on the zoning ordinance of each jurisdiction. The General Plan land use designations of a property represent the types of land uses established by each jurisdiction within its area. Zoning is used to implement General Plan land use designations, as well as the General Plan goals and policies.

Each jurisdiction has different ways of classifying land use, and some jurisdictions have more detailed classifications than other jurisdictions. For example, one jurisdiction may classify residential land use as low density residential, medium density residential, and high density residential; while another jurisdiction may classify similar types of residential land use as agricultural residential, single-family residential, low density multi-family residential, medium density multi-family residential, and high density multi-family residential. Despite the difference among each jurisdiction, traditional land use classifications are generally broken down into the following categories: residential, commercial, industrial or manufacturing, open space, and institutional/public facilities. Since jurisdictions within the Affected Area have various ways of classifying land use, this Impact Analysis Report generalizes the land use types into the above five categories.

This Impact Analysis Report provides a discussion of the regulatory framework associated with land use; discusses the existing land uses directly adjacent (approximately 50 feet) to the alignment, stations, parking facilities, and maintenance and storage facility (MSF) site options; and evaluates potential land use effects of the Project by examining the Project's compatibility with existing land uses and consistency with applicable plans and policies.

1.5 Methodology

The impact analysis for land use is based on an inventory of existing land uses adjacent to the Build Alternatives and an evaluation of regional and local plans and policies. The Project alignment is located through or along the boundaries of 12 local jurisdictions. Specific to the land use impact analysis, the Affected Area is defined as the adjacent area within approximately 50 feet of the Build Alternatives, including the proposed alignment, stations, parking facilities, traction power substations (TPSS), and MSF site options. Land uses in the surrounding area (i.e., within 0.25 miles of the proposed alignment and within 0.5 mile of the proposed stations) are catalogued to provide an overall context of the types of land uses surrounding the Affected Area.

To satisfy NEPA requirements, significance of a potential effect is determined by considering the "context" (i.e., geographic, biophysical, and social context the effects would occur) and "intensity" (i.e., the severity of the impact, including beneficial and adverse) of the impacts to the environment. Potential adverse effects would occur if Project implementation would result in incompatible land uses or conflict with applicable land use plans, policies, or regulations. Potential land use effects of the Project are evaluated by examining the Project's compatibility with existing land uses within the Affected Area and the Project's consistency with applicable goals, objectives, and policies of adopted plans and programs of the regional and local jurisdictions in which the Build Alternatives are located. Discussion of possible future land use changes in the station areas related to Transit-Oriented Development (TOD) is presented in the *West Santa Ana Branch Transit Corridor Project Final Cumulative Impact Analysis Report* (Metro 2021d) and *West Santa Ana Branch Transit Corridor Project Final Growth-Inducing Impact Analysis Report* (Metro 2021f).

To satisfy CEQA requirements, land use impacts are analyzed in accordance with the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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 maintenance and storage facility (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 2009) and SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), 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 Avenue 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 (Green) Line. 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 Study Area (the Study Area 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 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 Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)[1]		
Metro Westside D (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C (Green) Line Extension[2] to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw[3]	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G (Orange) Line to Metro E (Expo) Line	Outside Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area

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

Source: Metro 2018, WSP 2019
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] Link US rail walk times included only.
[5] 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 existing rail right-of-way 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

Source: WSP, 2020

2.3.2 Alternative 1

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, and the Little Tokyo Station would be an additional underground 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 behind the MWD building (Design Option 1) beneath the baggage area parking facility. 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 Florence 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

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 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

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

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. 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 plans and regulations related to land use and identifies future development projects and plans in the Project vicinity. A non-exhaustive list of the plans, development projects, and future transportation projects that may affect or be affected by the Project is provided. A discussion on Project consistency with the applicable goals, objectives, and policies included in the plans and regulations is provided in Section 5.

Federal

No applicable federal plans, policies, or regulations in regard to land use.

State

- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375, Chapter 728)
- California Planning and Zoning Law

Regional

- SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Metro Countywide Sustainability Planning Policy & Implementation Plan
- Metro Active Transportation Strategic Plan
- Metro 2009 Long Range Transportation Plan (LRTP)
- Metro Sustainable Rail Plan
- Metro Complete Streets Policy
- Metro First/Last Mile Strategic Plan
- Metro Transit Oriented Communities Policy

Local

- City of Los Angeles General Plan
- City of Los Angeles General Plan Framework Element
- City of Los Angeles Mobility Plan 2035 (MP2035)
- City of Los Angeles General Plan Land Use Element (Central City North Community Plan, Central City Community Plan, and Southeast Los Angeles Community Plan)
- City of Los Angeles Land Use/Transportation Policy
- Alameda District Specific Plan, City of Los Angeles
- Los Angeles Union Station Master Plan (USMP)
- Connect US Action Plan
- Los Angeles County General Plan 2035
- Los Angeles County General Plan Land Use Element
- Los Angeles County General Plan Mobility Element
- Florence-Firestone Community Plan, Los Angeles County
- Florence-Firestone Community Standards District
- City of Huntington Park General Plan
- City of Vernon 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 Firestone and Atlantic Station Area Plan
- City of South Gate Hollydale Village Specific Plan
- City of Downey Vision 2025
- City of Downey Rancho Los Amigos Specific Plan
- City of Paramount General Plan
- City of Bellflower General Plan: 1995-2010
- City of Cerritos General Plan
- City of Artesia General Plan 2030
- Bicycle Master Plans

Future Planning and Projects in the Project Vicinity

- Metro TOD Planning Grant Program
- Metro Regional Connector Transit Project
- Metro Active Transportation Rail to River Corridor Project
- Metro Link US Project
- Los Angeles Union Station Master Commercial Developer Solicitation
- Los Angeles Union Station Forecourt and Esplanade Improvements Project
- California High-Speed Rail
- Metro I-710 Corridor Bike Path Project
- Cesar E. Chavez Bus Stop Improvements Project
- Los Angeles County Rancho Los Amigos Redevelopment Project
- City of Bellflower Downtown Station Area Specific Plan

3.1 Federal

There are no applicable federal plans, policies, or regulations in regard to land use. However, the Project alignment would traverse the LA River, Rio Hondo Channel and San Gabriel River. Structural features, such as permanent piers and debris walls, would be considered permanent "fill" and would require permits and/or approval from various federal, state, and regional agencies, including the U.S. Army Corps of Engineers. Further details regarding jurisdictional resources and permitting is provided in the *West Santa Ana Branch Transit Corridor Project Final Biological Resources Impact Analysis Report* (Metro 2021b).

3.2 State

3.2.1 Sustainable Communities and Climate Protection Act of 2008 (SB 375, Chapter 728)

SB 375, Chapter 728 requires regional planning agencies in California to develop regional land use plans (called Sustainable Community Strategies [SCS]) as an integral part of their regional transportation plan (RTP) aimed at lowering greenhouse gas (GHG) emissions by reducing sprawl, co-locating uses to shorten necessary trips (e.g., home to work, home to store, etc.) and by coordinating land use and transportation/transit planning. Coordination is enforced by requiring transportation planning projects to comply with the SCS to receive state funding. SB 375 also allows projects that meet regional sustainable community strategies to qualify for CEQA exemptions or streamlining.

3.2.2 California Planning and Zoning Law

California State Planning and Zoning Law (California Government Code Sections 65000 to 66210) delegates most of the state's local land use and development decisions to cities and counties. It describes laws pertaining to land use regulations by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. Relevant general plans are described in Section 3.4.

3.3 Regional

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

The 2016-2040 RTP/SCS (SCAG 2016), adopted in April 2016, presents the transportation and overall land use vision for the SCAG six-county region. 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 so that future projects are consistent with other planning goals for the area. The 2016-2040 RTP/SCS also presents an overall land use concept for the region with increasing focus on long-term emission reduction strategies for rail and trucks; expanding the region's high-speed, commuter rail systems, and active transportation; leveraging technological advances for transportation; addressing further regional reductions in GHG emissions; and making the region more resilient to climate change. Federally funded transportation projects to be constructed within the SCAG region must be listed in the 2016-2040 RTP/SCS.

3.3.2 Metro Countywide Sustainability Planning Policy & Implementation Plan

The *Metro Countywide Sustainability Planning Policy & Implementation Plan* (Metro 2012), adopted in December 2012, provides leadership for the implementation of a regional transportation system that supports mobility, a cleaner environment, and a thriving economy. The Plan is intended to define outcomes and establish measurements related to developing a Sustainable Regional Transportation System and also broadens Metro's approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. The Plan also more fully embraces the social and economic dimensions of sustainability.

3.3.3 Metro Active Transportation Strategic Plan

The *Metro Active Transportation Strategic Plan* (Metro 2016) adopted in May 2016, is a countywide effort by Metro to identify strategies to increase walking, bicycling and transit use in LA County. The Plan serves as Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in LA County. The Plan also focuses on improving first and last mile access to transit; proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways; and provides funding strategies.

3.3.4 Metro 2009 Long Range Transportation Plan

The *Metro 2009 LRTP* (Metro 2009), adopted in 2009, is the guiding policy behind funding decisions on subsequent transportation projects and programs in LA County. Major capital projects and programs that are identified in the 2009 LRTP have priority for future programming of funds. Metro's long-range priorities are also included in SCAG's LRTP, ensuring that Metro transportation priorities are eligible for federal funding. Metro is

currently updating the LRTP to consider the new revenue source generated by Measure M. The updated LRTP will serve as a blueprint for how Metro will allocate anticipated revenues in the coming decades to operate and maintain the current and planned systems, and identify new projects, programs or initiatives.

3.3.5 Metro Sustainable Rail Plan

The *Metro Sustainable Rail Plan* (Metro 2013), adopted in May 2013, examines and provides strategies to reduce energy consumption from rail operations that account for the majority of Metro's electricity use. The Plan also provides an analysis of the costs and potential energy savings for many of these strategies. This Plan supports the implementation of Metro's *Energy Conservation and Management Plan* (Metro 2011), which presents a strategic framework to guide sustainable, cost-effective, and efficient energy use throughout Metro's operations and facilities.

3.3.6 Metro Complete Streets Policy

The State of California enacted the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358), which requires cities or counties that make substantive revisions to the circulation elements of their general plans to identify how they will provide for the mobility needs of all users of the roadway. In response to AB 1358, Metro developed the *Complete Streets Policy* (Metro 2014a) to help advance state, regional and local efforts to create a more "complete" and integrated transportation network that serves all users and supports environmental sustainability. The Policy demonstrates Metro's ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. This Policy also advances the vision provided in Metro's *Countywide Sustainability Planning Policy and Implementation Plan* (Metro 2012) and the Metro Board's Active Transportation Agenda.

3.3.7 Metro First/Last Mile Strategic Plan

The *Metro First/Last Mile Strategic Plan* (Metro 2014b) is an approach for identifying barriers and planning and implementing improvements for the first/last mile portions of an individual's journey. The Plan provides an adaptable vision for addressing first/last mile improvements in a systematic way and coordinating infrastructure investments in station areas to extend the reach of transit with the ultimate goal of increasing ridership.

3.3.8 Metro Transit Oriented Communities Policy

The *Metro Transit Oriented Communities Policy* (Metro 2018a), adopted in June 2018, sets the direction for how Metro plans and implements new and existing transit corridor projects, for supporting land use and community development around existing transit corridors, and for encouraging and incentivizing partners to pursue the same goals. Specific goals of the Policy include increasing transportation ridership and choice, stabilizing and enhancing communities surrounding transit, engaging organizations, jurisdictions, and the public, distributing transit benefits to all, and capturing value created by transit. Under this Policy, Metro can only fund activities deemed to have a transportation purpose. If that transportation purpose is not otherwise explicitly defined in existing Metro policies or guidelines, the Metro Board of Directors must make a finding that the activity has a transportation nexus.

3.4 Local

3.4.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* (City of Los Angeles 2001) provides community development goals and policies relative to the distribution of land use. The City's General Plan includes the Framework Element, Plan for a Healthy Los Angeles – Health and Wellness Element, Housing Element, Mobility Element (i.e., MP 2035), Land Use Element, Noise Element, Air Quality Element, Conservation Element, Open Space Element, Safety Element, and Service Systems Element/Public Recreation Plan. These elements provide long-range citywide policy and direction, taking into account citywide goals and needs.

3.4.1.1 City of Los Angeles General Plan Framework Element

The Citywide General Plan Framework Element (City of Los Angeles 2001), adopted in December 1996 and amended in August 2001, establishes the broad overall policy and direction for the entire City's General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the *General Plan's* other elements. *The Citywide General Plan Framework Element's* "smart growth" strategy generally seeks to accommodate growth near transit and other existing infrastructure to assure a sustainable, economically viable future for the City of Los Angeles. *The Citywide General Plan Framework Element's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, *The Citywide General Plan Framework Element's* land use and transportation policies encourage development in these "targeted growth areas" by allowing transit-oriented development and calling for streamlined transportation analysis and mitigation procedures.

3.4.1.2 City of Los Angeles Mobility Plan 2035

The MP 2035 (City of Los Angeles 2016), adopted in September 2016, is the City of Los Angeles General Plan transportation element. The MP 2035 presents a guide to the development of a citywide transportation system that provides for the efficient movement of people and goods. MP 2035 recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit.

3.4.1.3 City of Los Angeles General Plan Land Use Element

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 transit 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.

Central City North Community Plan, City of Los Angeles

The Central City North CPA is bounded by the LA River to the east; the City of Vernon to the south; Alameda Street, Cesar E. Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west; and Stadium Way, Lilac Terrace, and North Broadway to the north. The *Central City North*

Community Plan (City of Los Angeles 2000), adopted in December 2000, is currently going through an update under the City of Los Angeles DTLA 2040 project, which would update the Central City and Central City North Community Plans. However, the date of completion is currently unknown. The updated plan will describe a collective vision for downtown's future and includes policies, plans and programs that frame the City's long-term priorities.

Central City Community Plan, City of Los Angeles

The Central City CPA is part of downtown Los Angeles and is bordered by Sunset Boulevard/Cesar E. Chavez Avenue to the north, I-110 freeway to the west, I-10 freeway to the south, and Alameda Street to the east. The Central City CPA is the hub of the public transportation systems in Southern California and includes services from Metro, Orange County Transportation Authority (OCTA), Foothill Transit, and Santa Monica Municipal Transit. The *Central City Community Plan* (City of Los Angeles 2003), adopted in January 2003, promotes development opportunities of the future rail transit system while minimizing adverse impacts. The *Central City Community Plan* is also currently going through an update under the City of Los Angeles DTLA 2040 project; however, the date of completion is currently unknown. The updated plan will describe a collective vision for Downtown's future and include policies, plans and programs that frame the City's long-term priorities.

Southeast Los Angeles Community Plan, City of Los Angeles

The Southeast Los Angeles CPA is located approximately two miles southeast of downtown Los Angeles and is bounded by the I-10 freeway to the north, Figueroa Street and Broadway to the west, I-105 freeway and 120th Street to the south, and the Alameda Corridor to the east. The *Southeast Los Angeles Community Plan* (City of Los Angeles 2017), adopted in November 22, 2017, focuses on establishing transit-oriented district plans along the existing Metro Blue, Green, and Expo lines and major bus lines. The Community Plan targets development around areas with easy access to major public transit. The Community Plan also include policies that aim at revitalizing commercial and industrial corridors, promote land uses that support community needs, protect residential neighborhoods from encroachment by industrial and other incompatible land use, preserve viable industrial land for emerging job-generating uses, preserve residential neighborhoods and increase housing opportunities, and create a healthy and sustainable community.

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), adopted in November 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.

3.4.3 Alameda District Specific Plan, City of Los Angeles

The *Alameda District Specific Plan* (City of Los Angeles 1996), adopted in June 1996, includes the LAUS property and the Terminal Annex property located north of Cesar E. Chavez Avenue. The Specific Plan includes the area generally bounded by Alameda Street, North Main Street, Vignes Street, I-5/I-101 freeway, El Monte Busway and the passenger platforms/trackage areas. The Specific Plan is intended to provide regulatory controls to the

City of Los Angeles General Plan; assure development and appropriate capacity of public facilities; provide continued and expanded developed within the specific plan; and expand the economic base of the City. The City of Los Angeles Planning Department, in partnership with Metro, will be updating the *Alameda District Specific Plan* to assess the current plan boundaries and the transfer of floor area allowances. This effort will be coordinated with Metro's upcoming solicitation for a Master Commercial Developer at LAUS.

3.4.4 Los Angeles Union Station Master Plan

Metro purchased LAUS in 2011. Shortly thereafter, Metro embarked on a two-year planning process that resulted in the development of the *Los Angeles Union Station Master Plan* (USMP) (Metro 2014c). The USMP includes the programmatic goals of advancing transit optimization, creating a great destination and improved connectivity at Union Station. The USMP included a series of short-to-long term recommendations for the station such as improved perimeter improvements, transit improvements, and commercial development. As with any long-term plan, as individual projects and studies progress, certain elements change and new directions are identified. While many of the principles of the USMP are still being pursued, such as improved connectivity through the LAUS Forecourt and Esplanade Improvements and exploring commercial development at Union Station, other elements that are not funded are not being pursued at this time. The USMP is not yet adopted by the Metro Board.

3.4.5 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. The plan was informed by robust stakeholder engagement. Community members provided input on priority travel patterns and improvements they wanted to see. Since completion, Metro and the City of Los Angeles have secured approximately $60 million to design and implement several projects in El Pueblo, Civic Center, Little Tokyo, and the Arts District.

3.4.6 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County 2015), adopted in October 2015, provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the County will grow. The General Plan establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The *Los Angeles County General Plan 2035* includes the Land Use Element, Mobility Element, Air Quality Element, Conservation and Natural Resources Element, Parks and Recreation Element, Noise Element, Safety Element, Public Services and Facilities Element, Economic Development Element and Housing Element.

The General Plan identifies 11 planning areas, making up the Planning Areas Framework, which provides a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. The Project would traverse through the unincorporated Florence-Firestone community of LA County, which is located in the Metro Planning Area.

3.4.6.1 Los Angeles County General Plan Land Use Element

The *Los Angeles County General Plan Land Use Element* (Part II, Chapter 6 of the *Los Angeles County General Plan*) provides strategies and planning tools to facilitate and guide future development and revitalization efforts. The Land Use Element designates the proposed general distribution and general location and extent of uses and serves as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated areas. The Land Use Element identifies TODs as areas within a 0.5-mile radius from a major transit stop. In these areas, the County created development and design standards, as well as incentives, to facilitate TODs. The proposed Slauson Station is within the Slauson Station TOD.

3.4.6.2 Los Angeles County General Plan Mobility Element

The *Los Angeles County General Plan Mobility Element* (Part II, Chapter 7 of the *Los Angeles County General Plan*) provides policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit. The Mobility Element also assesses the challenges and constraints of the LA County transportation system and offers policy guidance to reach the County's long-term mobility goals.

3.4.6.3 Florence-Firestone Community Plan, Los Angeles County

The *Florence-Firestone Community Plan* (LA County 2019a) guides the future development, conservation and maintenance of the Florence-Firestone community. The Community Plan articulates a vision and provides goals and policies to guide land use decisions made by property owners, developers, planners, businesses, agencies and others towards that vision. The *Florence-Firestone Community Plan* provides goals and policies related to connectivity including rail connectivity and bus services, transit opportunities, and active transportation. The Board of Supervisors adopted the Community Plan on September 3, 2019.

3.4.7 Florence-Firestone Community Standards District

The Los Angeles County Community Standards Districts supplements the countywide zoning and subdivision regulations. The districts were established to provide a means of implementing supplemental development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas of LA County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of LA County.

The portion of the Project that is within Los Angeles County is part of the Florence-Firestone Community Standards District (LA County Code of Ordinances Chapter 22.324), which contains regulations that are applicable to the Project. The Florence-Firestone Community Standards District was established to improve the appearance of the community and to promote the maintenance of structures and surrounding properties. The Florence-Firestone Community Standards District also establishes standards to improve the compatibility between residential uses and neighboring industrial uses.

3.4.8 City of Huntington Park General Plan

The *City of Huntington Park General Plan* (City of Huntington Park 1991), adopted in February 1991 and amended in 1996, includes the Land Use, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. The existing Circulation Element identifies improvements in regional transit services as an important

element in providing alternatives to single-occupant automobile travel. The City was awarded a Metro TOD Planning Grant in 2013 and is in the process of updating its General Plan, *City of Huntington Park 2030 General Plan*. The updated General Plan will focus on updating the Land Use, Circulation, and Housing Elements.

3.4.9 City of Vernon General Plan

The *City of Vernon General Plan* (City of Vernon 2013), adopted in December 2007 and last amended in February 2013, includes the Land Use Element, Circulation and Infrastructure Element, Housing Element, Safety Element, Resources Element and Noise Element. The key policy objective is to remain almost exclusively an industrial city. In recognizing the status as an exclusively industrial city, the General Plan Land Use Element contains one land use category (Industrial), and five Overlay Districts (Commercial, Rendering, Slaughtering, Housing, and Emergency Shelter).

3.4.10 City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* (City of Bell 2018), adopted in May 2018, includes the Land Use and Sustainability, Resource Management, Health and Safety, Mobility and Circulation, and Housing Elements. The General Plan includes policies that promote and improve transportation and circulation in the City, such as by participating in regional transportation planning efforts.

3.4.11 City of Cudahy 2040 General Plan

The *Cudahy 2040 General Plan* (City of Cudahy 2018), adopted in March 2018, includes the Land Use, Housing, Circulation, Open Space and Conservation, Economic Development, Safety, Air Quality, and Noise Elements. The General Plan includes goals and policies that encourage active transportation and promote the use of alternative forms of transportation.

3.4.12 City of South Gate General Plan 2035

The *City of South Gate General Plan 2035* (City of South Gate 2009), adopted in December 2009, includes the Community Design, Mobility, Economic, Green City, Healthy Community, Public Facilities and Services, and Noise Elements. The Mobility Element identifies a possible multi-modal transit station with bus transit service and associated transit-oriented development at the intersection of Atlantic Avenue/Firestone Boulevard.

3.4.13 City of South Gate Draft Gateway District Specific Plan

The City of South Gate has prepared a *Draft Gateway District Specific Plan* (City of South Gate 2019), that defines goals for a livable, vibrant and pedestrian-friendly area, while alleviating transit 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. It outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment into the District to create a model, mixed-use TOD surrounding the future station at Firestone Boulevard and Atlantic Avenue.

The Gateway District is approximately 59 acres, bound by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

3.4.14 City of South Gate Firestone and Atlantic Station Area Plan

The *City of South Gate Firestone and Atlantic Station Area Plan* (SCAG 2013), completed in March 2013, established a preferred alternative scenario design concept for the proposed Firestone and Atlantic Station in the City of South Gate. This Plan, which was funded by the SCAG Compass Blueprint program, creates a vision to accommodate and leverage the benefits of the Project along the San Pedro Subdivision in the City.

3.4.15 City of South Gate Hollydale Village Specific Plan

The *Hollydale Village Specific Plan* (City of South Gate 2017), adopted in June 2017, is a City-initiated plan to demonstrate a clear vision for Hollydale with the anticipated arrival of the Project alignment and proposed Gardendale and I-105/Green Line Stations. The *Hollydale Village Specific Plan* provides policies, development and design standards, and design guidelines to guide land use decisions, infrastructure improvements, design, and economic development activities in the Specific Plan area. The 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.

The Hollydale Village area is located in the southeastern portion of the City of South Gate and is separated from the rest of the city by the I-710 Freeway and the LA River. The Hollydale Village area is just over 325 acres in size and is bisected by the San Pedro Subdivision ROW.

3.4.16 City of Downey Vision 2025

Downey Vision 2025 (City of Downey 2005), adopted in January 2005, includes the Land Use, Circulation, Housing, Conservation, Safety, Noise, Open Space, Design, and Economic Development Elements. The General Plan serves as a guide to the long-term physical development and growth of the community. The Plan identifies issues confronting the community and outlines the long-term goals to address them through policies and programs as steps to accomplish the goals of the Plan.

3.4.17 City of Downey Rancho Business Center Specific Plan

The *Rancho Business Center Specific Plan* (City of Downey 1989), adopted in February 1989, guides the planning and development of a 120.9-acre planning area on the Rancho Los Amigos property. The specific plan supplements provisions of the city's General Plan and municipal code, providing a comprehensive framework for future development of a business park that would include light industrial development. The specific plan area is generally bounded by Amigos Avenue to the north, residential properties to the east, and the South Gate/Downey city boundaries to the south and west. The San Pedro Subdivision ROW traverses through the southwesterly portion of this specific plan area.

3.4.18 City of Paramount General Plan

The *City of Paramount General Plan* (City of Paramount 2007), adopted in August 2007, includes the Land Use, Transportation, Resource Management, Health and Safety, Economic Development, Public Facilities, and Implementation Elements. The Mobility Element includes policies that promote the use of alternative forms of transportation.

The City's General Plan established six Area Plans for key neighborhoods and districts in the City: Central Business District, Central Industrial District, Clearwater East, Clearwater North & Howe/Orizaba, Clearwater West, and Somerset Ranch Area Plans. The City's General Plan and Zoning Code provide specific land use policies and regulations for these Area Plans. These Area Plans are generally targeted for special revitalization and redevelopment efforts. The Project is located within the Clearwater East and Somerset Ranch Area Plans.

3.4.19 City of Bellflower General Plan: 1995-2010

The *City of Bellflower General Plan: 1995-2010* (City of Bellflower 1994), adopted in December 1994, includes the Land Use, Circulation, Housing, Conservation, Noise, Safety, and Open Space/Recreation Elements. The General Plan establishes goals, policies, and implementation programs to accomplish goals of the plan. No updates to the General Plan are currently underway.

3.4.20 City of Cerritos General Plan

The *City of Cerritos General Plan* (City of Cerritos 2004), adopted in January 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. The *City of Cerritos General Plan* is comprehensive and long-term, and provides the primary guidance for specific projects, policy actions or programs that may occur in the future. The *City of Cerritos General Plan* contains the Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise, and Growth Management Elements.

3.4.21 City of Artesia General Plan 2030

The *City of Artesia General Plan 2030* (City of Artesia 2010), is designed to guide growth and development of the City through 2030. The General Plan includes the Community and Design, Community Resources and Wellness, Community Culture and Economy, and Sustainability Elements. Each of the General Plan elements contains sub-elements. The Community Development and Design Element identifies land use constraints and opportunities and attempts to balance growth in the City. It sets forth a pattern of land use and sets standards for the density of population and the intensity of development based on the availability of public services and infrastructure.

3.4.22 Bicycle Master Plans

The Project alignment would go through several jurisdictions with bicycle networks. The bicycle master plan for each jurisdiction guides the development of a bicycle network in each jurisdiction. The following adopted bicycle master plans have been identified in the affected jurisdictions:

- City of Los Angeles 2010 Bicycle Master Plan
- County of Los Angeles 2012 Bicycle Master Plan
- City of Huntington Park Bicycle Transportation Master Plan

- City of Vernon Bicycle Master Plan
- City of South Gate Bicycle Transportation Plan
- City of Bell Bicycle Master Plan
- City of Downey Bicycle Master Plan
- Bellflower-Paramount Active Transportation Plan

3.5 Future Planning and Projects in the Project Vicinity

Several on-going and future transit- and transportation-related projects and programs would be located in the Project vicinity that may complement the overall Metro transit network. The following is a list of currently known major projects that may affect the Project.

3.5.1 Metro TOD Planning Grant Program

Metro's TOD Planning Grant Program is designed to spur the adoption of local land use regulations that are supportive of TODs in LA County. Objectives of the TOD Planning Grant Program are to increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks; improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines; further the reduction of GHG through encouraging in-fill development along transit corridors and transit use; and support and implement sustainable development principles.

Under this grant program, the following cities have been awarded funding for the preparation and adoption of the TOD-related plans. The Plans are in different stages of preparation.

- City of Artesia — TOD Specific Plan, Overlay Zone, and General Plan amendment surrounding the proposed Pioneer Station
- City of Bellflower — TOD Specific Plan surrounding the proposed Bellflower Station
- City of Downey — TOD Specific Plan surrounding the proposed Gardendale Station
- City of Huntington Park — Focused General Plan Update

3.5.2 Metro Regional Connector Transit Project

The Metro Regional Connector Transit Project is a 1.9-mile underground light-rail system that connects the Metro L (Gold) Line Tokyo/Arts/Industrial District Station to the Metro A (Blue), B (Red), D (Purple), and E (Expo) Lines 7th Street/Metro Center Station. It would connect districts within downtown Los Angeles (i.e., Little Tokyo, the Arts District, Los Angeles Civic Center, the Historic Core, Broadway, Grand Avenue, Bunker Hill, Flower Street, and the Financial District), as well as provide a direct connection between the cities of Azusa and Long Beach and between East Los Angeles to Santa Monica without transferring lines. The Metro Regional Connector Transit Project could eventually connect future Metro rail lines that are currently under development, such as the Metro North-South Line Foothill to Claremont Phase 2B, to the eastern limits of LA County.

3.5.3 Metro Active Transportation Rail to Rail/River Corridor Project

The Metro Active Transportation Rail to Rail/River Corridor Project (Rail to Rail/River Active Transportation Corridor [ATC]) would provide a multi-purpose transportation corridor for pedestrians and bicyclists that would help connect local residents and workers to transit, jobs, schools, shopping districts, and parks. The Rail to Rail/River ATC measures approximately 10.6 miles and is comprised of two segments that are each in a different phase of development. Segment A, which would start at the Metro Crenshaw/LAX Fairview Heights Station and end at the Metro A (Blue) Line Slauson Station, follows Metro-owned ROW through the City of Los Angeles and is scheduled to open to the public in 2020. Segment B of the project, which continues the ATC further eastward to the LA River along Randolph Street, traverses the Cities of Huntington Park, Vernon, Maywood, Bell, and parts of unincorporated LA County and is currently undergoing preparations to enter the environmental clearance and design phase.

3.5.4 Metro Link US Project

The Metro Link US Project, formerly known as the Southern California Regional Interconnector Project, is designed to address the forecasted increase in regional ridership, increase regional rail service capacity and enhance regional rail connectivity, create opportunities for transit-oriented development and transform LAUS into a world-class transit and mobility hub, while offering an improved passenger experience. The Link US Project would transform LAUS with new run-through tracks over the US-101 Freeway; reconfiguration of the tracks and throat (station entry tracks) at LAUS, including elevating the rail yard; a new loop track that would provide improved operational flexibility for rail service; new expanded passenger concourse with transit serving retail amenities; accommodation of the future California High Speed Rail; and preservation of space for connections with future rail and transit services, including the WSAB Transit Corridor Project.

3.5.5 Los Angeles Union Station Master Commercial Developer Solicitation

Metro is preparing a Request for Interest and Qualifications for a qualified Master Commercial Developer to plan, design, finance, construct, operate and maintain a high-intensity transit-oriented development program on Metro-owned properties at LAUS. Metro owns approximately 50 contiguous acres encompassing the historic station, rail yard, associated transportation facilities, Metro's headquarters, bus plaza, surface and structured parking and a nearby site currently leased to a restaurant. Of that, 12 opportunity sites, totaling approximately nine acres, have been identified for a master commercial development program.

3.5.6 Los Angeles Union Station Forecourt and Esplanade Improvements Project

Informed by stakeholder feedback received during the *Connect US Action Plan* and USMP processes, the LAUS Forecourt and Esplanade Improvements Project includes a series of perimeter improvements on the west side of LAUS that would make it easier, safer, and more intuitive for people to walk, bike and roller skate to and from LAUS. The improvements include transforming the existing surface parking facility on the northwest corner of the site into a new civic plaza with stormwater retention and bioswales; an esplanade on Alameda Street; a new consolidated crossing into Los Angeles Street with a new two-way bike path; and dedicated tour bus parking on Arcadia Street. The project is largely funded by Active Transportation Program funding. The Final EIR was certified by the Metro Board of Directors in March 2018.

3.5.7 California High-Speed Rail

The California High-Speed Rail would connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco Bay area to the Los Angeles Basin in under three hours, capable of speeds over 200 miles per hour. The system would eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. The California High-Speed Rail system would travel through LAUS.

3.5.8 Metro I-710 Corridor Bike Path Project

The Metro I-710 Corridor Bike Path Project includes three proposed bike paths aimed to serve bicyclists, pedestrians, and transit users of the Metro's A (Blue) and C (Green) Line. These three proposed bike paths include the Western Levee Bike Path, the Compton Boulevard Bike Path, and the Terminal Island to Rio Hondo Bike Path. The project would also improve the existing bike path on the LA River. The Terminal Island to the Rio Hondo Bike Trail at Garfield Avenue in the City of South Gate segment would be located in proximity to the Project. To date, Metro has completed the conceptual and planning work and has funding to complete the environmental process; however, funding for construction is not currently available.

3.5.9 Cesar E. Chavez Bus Stop Improvement Project

The Cesar E. Chavez Bus Stop Improvement Project is located in the City of Los Angeles on Cesar E. Chavez Avenue between Alameda Street and Vignes Street. The project includes replacing bus shelters along Cesar E. Chavez Avenue and constructing a new transit pavilion with new transit shelters, drought tolerant native landscaping, and new bikeshare station.

3.5.10 Los Angeles County Rancho Los Amigos Redevelopment Project

The LA County Rancho Los Amigos Redevelopment Project is a 70-acre development project that would consist of a 15-acre regional sports complex, a Sherriff's Department crime lab, and headquarters for LA County Probation and Internal Services departments. The proposed Gardendale Station would be located directly west of this project. The Rancho Los Amigos South Campus was awarded a Metro TOD Grant in 2016 for a Specific Plan. The Specific Plan area is an approximately 174-acre area located in the southwest corner of the City of Downey. The redevelopment project area is bordered by the City of South Gate on the west and south sides. The TOD Grant would enable the City of Downey to prepare regulatory documents that support transit-oriented development. The grant would enable the preparation of a new Specific Plan for the Rancho Los Amigos South Campus and related environmental clearance to be adopted and would create TOD standards for future development surrounding the station.

3.5.11 City of Bellflower Downtown Station Area Specific Plan

The City of Bellflower was awarded a Metro TOD Grant in 2015 for a Specific Plan. The Specific Plan area is approximately 400 acres and is bounded by Alondra Boulevard on the north, Woodruff Avenue on the east, Flower Street on the south, and Clark Avenue on the west. The TOD Grant would allow for the adoption of regulatory changes that support transit-oriented development by creating a new Specific Plan for the proposed Bellflower Station and related environmental documentation.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

4.1 Existing Land Use Conditions

4.1.1 General Corridor-wide Land Use

The Project corridor consists of a variety of urban and suburban land uses, including public facilities, commercial (offices and retail), industrial, and residential (single- and multi-family) uses. Land uses north of Slauson Avenue can generally be characterized as urban, while land uses south of Slauson Avenue can be characterized as suburban. Land uses surrounding the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW have historically been developed around the rail ROWs. The rail ROWs north of Somerset Boulevard currently contain active freight and physically separate the neighborhoods and communities within the Affected Area. The following discussion of land uses in the Affected Area is generalized and is not described on a parcel by parcel basis.

Table 4.1 provides the land use distribution of the Affected Area (i.e., 50 feet adjacent to each proposed alignment and station areas) and the surrounding area (within 0.25 mile of the alignment and 0.5 mile of the station areas) for each Build Alternative. Figure 4-1 through Figure 4-5 provides an overall context of the land uses surrounding the Affected Area.

Table 4.1. Existing Land Use Distribution Surrounding the Build Alternatives

Land Use	Percent of Land Use (%) [1]							
	Alternative 1 19.3 miles		Alternative 2 19.3 miles		Alternative 3 14.8 miles		Alternative 4 6.6 miles	
	Affected Area [2]	Surrounding Area [3]	Affected Area [2]	Surrounding Area [3]	Affected Area [2]	Surrounding Area [3]	Affected Area [2]	Surrounding Area [3]
Agriculture	0.4	0.1	0.3	0.1	2.0	2.0	1.8	0.1
Commercial	2.6	7.0	3.8	20.1	6.2	8.2	11.6	9.3
Industrial	13.4	14.9	9.1	10.0	34.5	15.5	12.9	8.0
Institutional/ Public Facilities	6.1	10.5	3.2	2.7	18.1	6.0	1.6	6.9
Open Space/ Recreational Facilities	2.0	1.9	1.5	1.4	9.2	3.1	23.3	3.0
Residential	73.6	63.3	80.9	64.3	23.3	64.3	45.0	71.5
River	0.7	0.5	0.5	0.3	3.0	0.8	0.2	0.4
Vacant	1.2	1.8	0.8	1.0	3.9	1.8	3.5	0.9

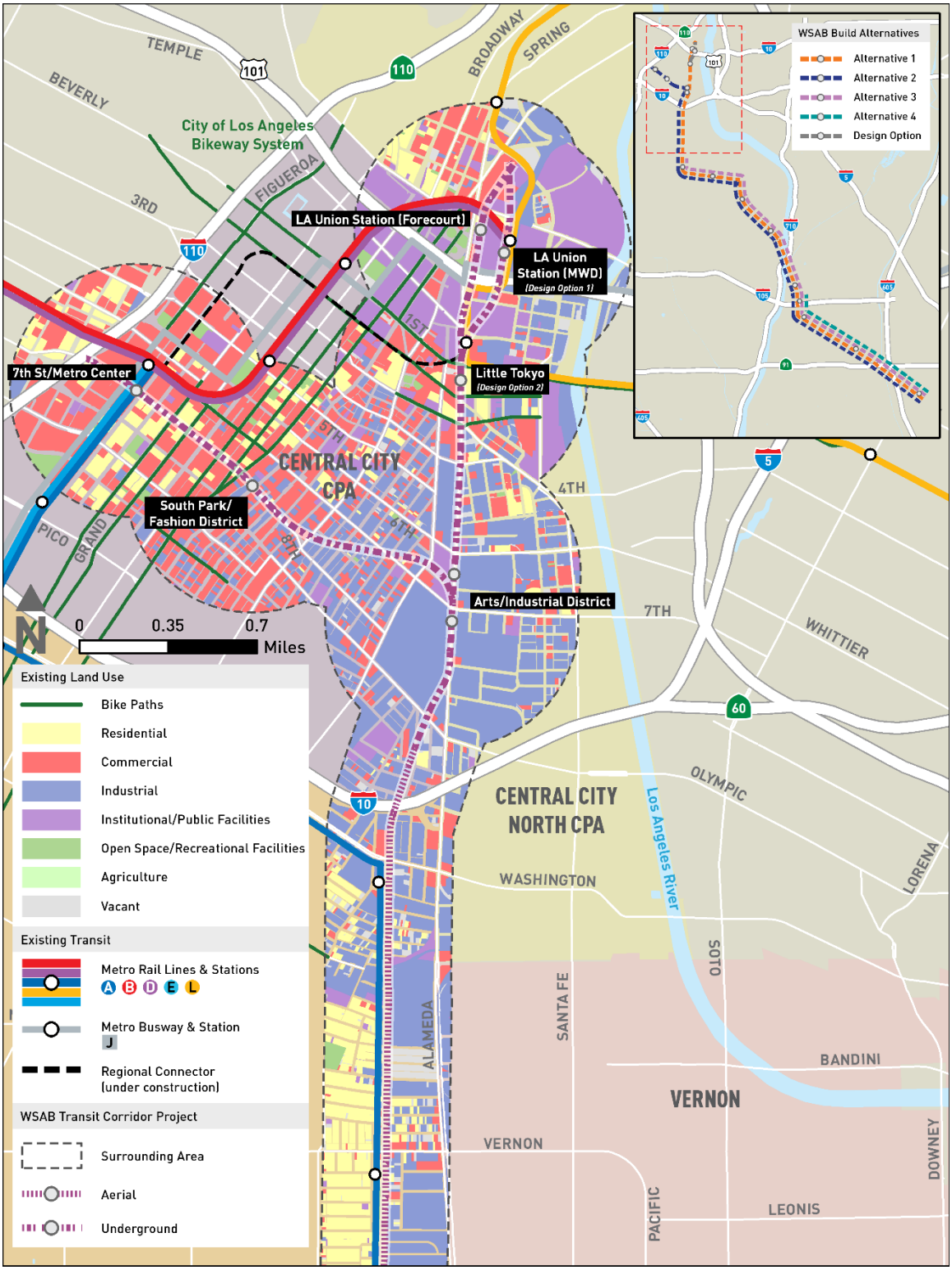
Source: TAHA, 2020

Notes: [1] The land use distribution characterizes the land uses within the Affected Area and in the Surrounding Area for each Build Alternative. Percentages of land use may not equal 100 percent due to rounding.

[2] "Affected Area" is defined as the adjacent area within approximately 50 feet of the Build Alternatives.

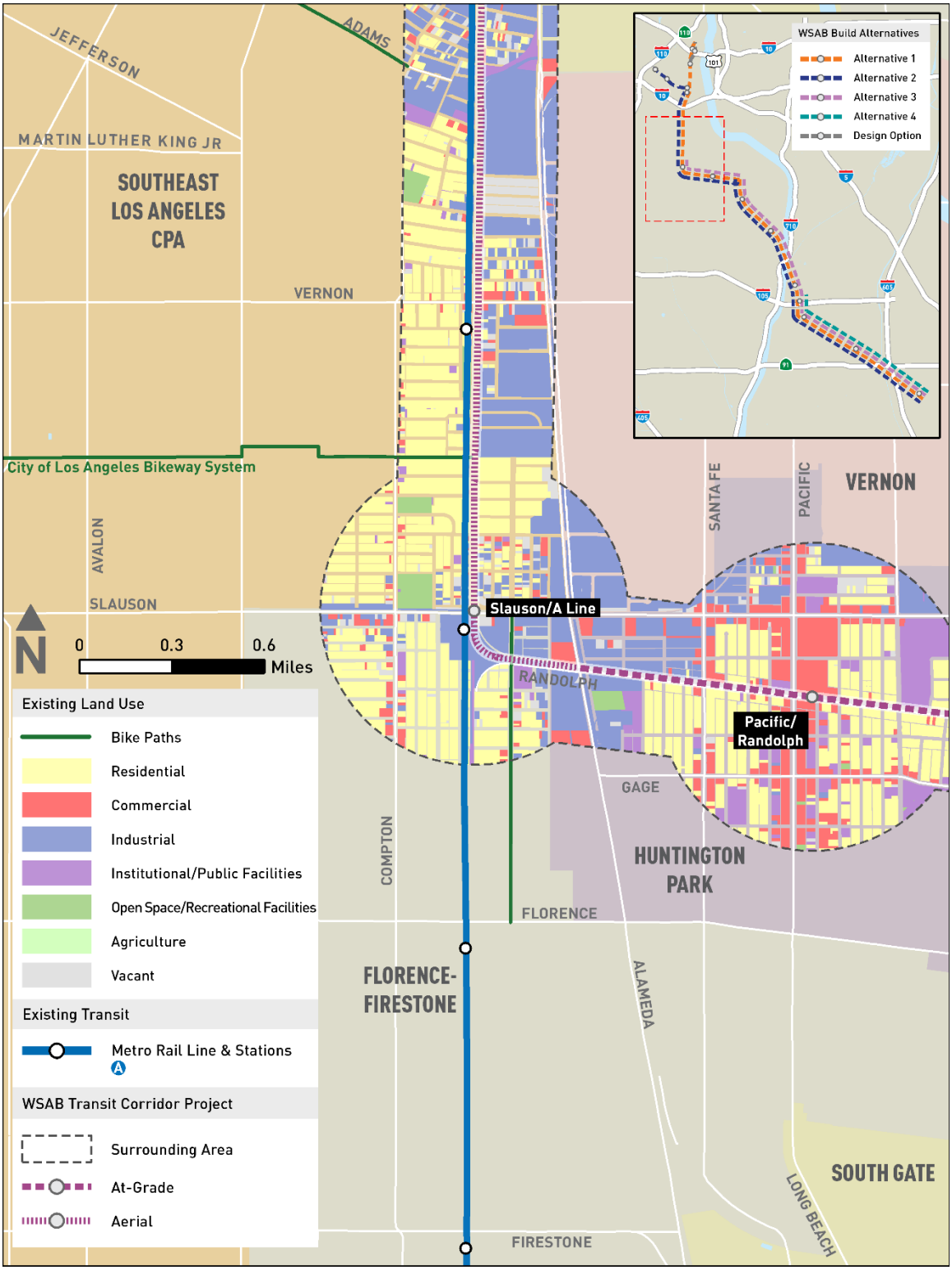
[3] "Surrounding Area" is defined as the area within 0.25-mile of the alignment and 0.5-mile of the station areas.

Figure 4-1. 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)



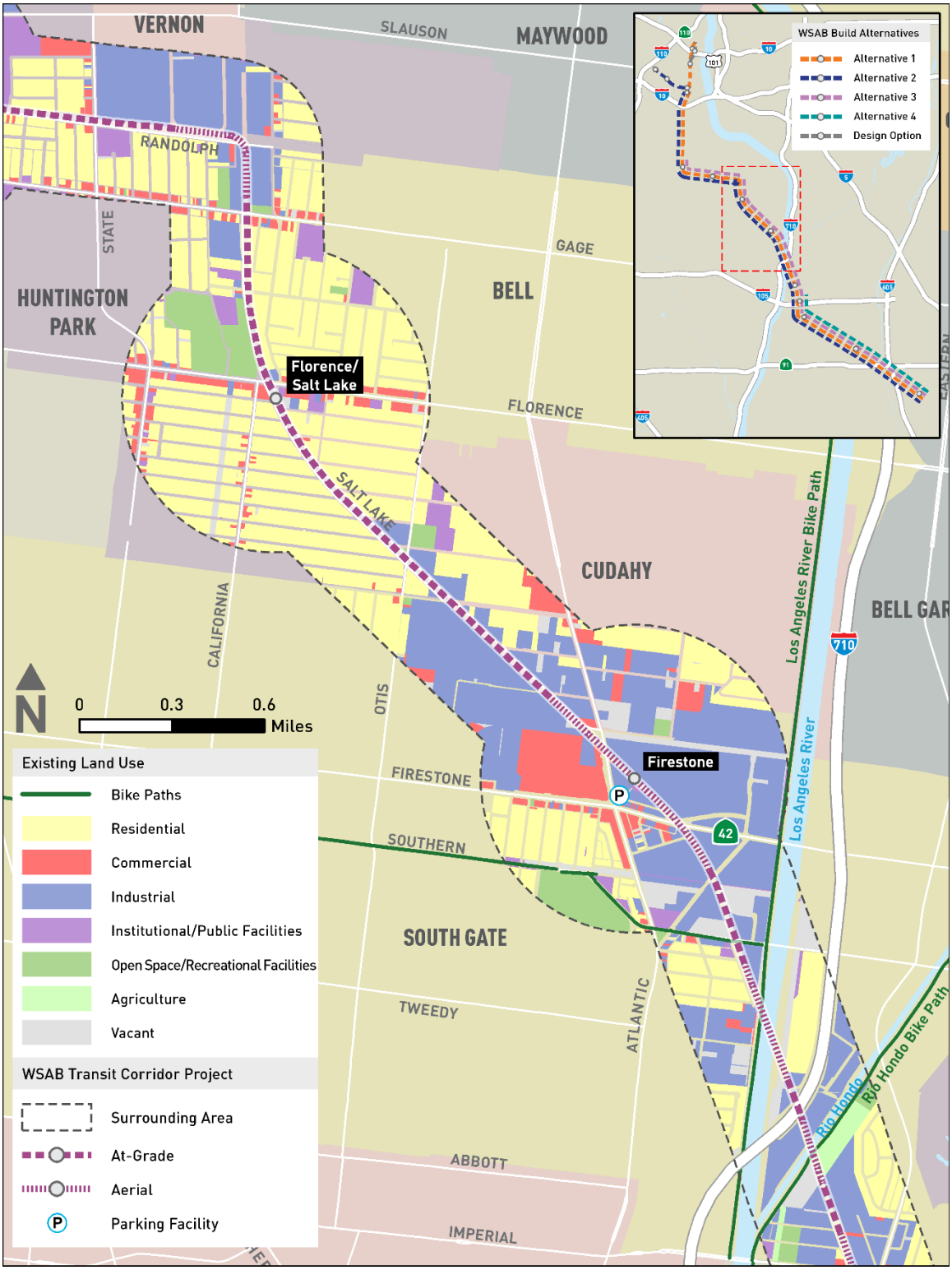
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-2. 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)



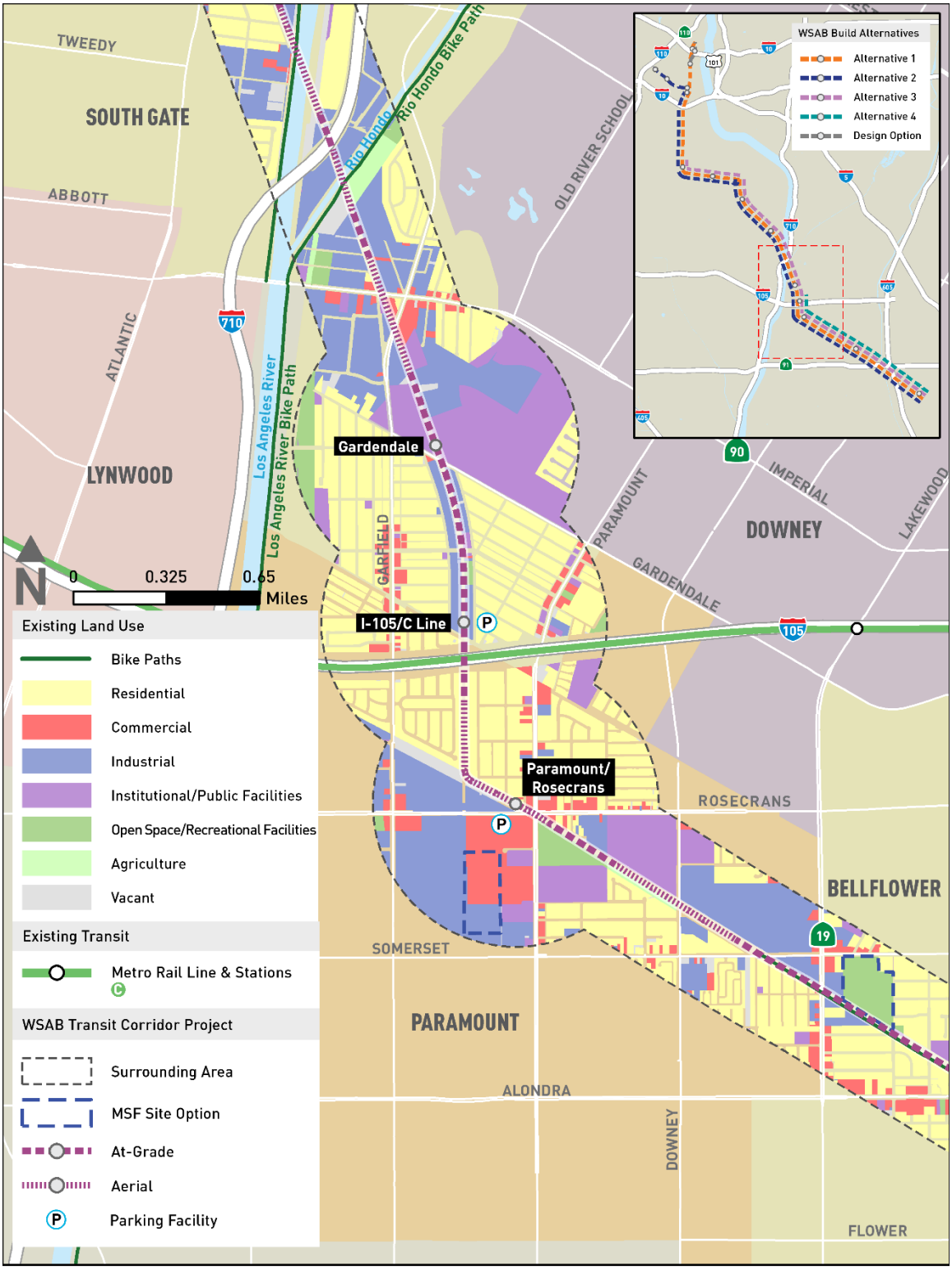
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-3. 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)



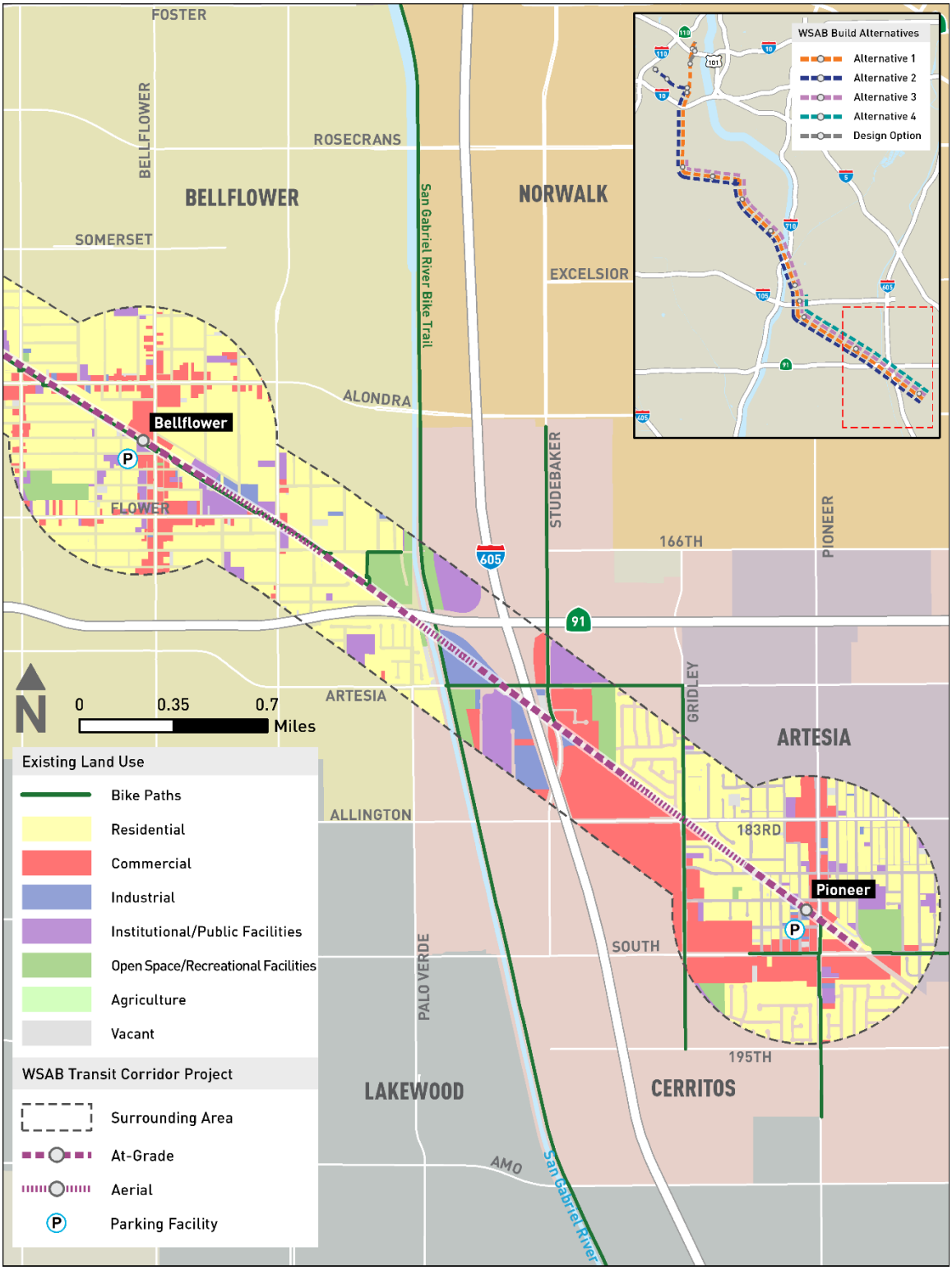
Source: LA County Assessor, 2016; TAHA, 2021

Figure 4-4. 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 4-5. 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

4.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

As shown in Table 4.1, residential use (73.6 percent) is the predominant land use adjacent to Alternative 1, followed by industrial uses (13.4 percent). Generally, multi-family residential uses north of the I-10 freeway include development that are solely used for multi-family residential housing, adaptive reuse of older non-residential buildings, live/work units, and mixed-use multi-family residential housing in buildings that have commercial uses on the ground floor. Multi-family residential uses located south of the I-10 freeway are in structures designated for multi-family housing only.

Existing land uses adjacent to and surrounding the proposed Project alignment along Alameda Street, north of 4th Street, include a mix of commercial (office and retail), multi-family residential, industrial, and institutional/public facilities uses (including, but not limited to, various museums and government office buildings). Between 4th Street and the I-10 freeway, existing land uses adjacent to and surrounding the Project alignment consist of predominantly industrial uses. Minimal multi-family residential uses (including adaptive/reuse of non-residential buildings and live/work units) are located further east and west of Alameda Street. Adjacent land uses along Long Beach Avenue between the I-10 freeway and 32nd Street consist of predominantly industrial uses with single-family and multi-family residential uses located further west. A mix of industrial, single-family residential, and multi-family residential uses adjoin the proposed alignment between 32nd Street and 51st Street. The residential uses are generally located west of the proposed alignment, while industrial uses are generally located to the east. Some residential uses are also located east of the proposed alignment. From 51st Street to 55th Street, a mix of single-family residential and multi-family residential uses surround the proposed alignment, with industrial uses located further east, and a pedestrian bridge located on Long Beach Avenue at 53rd Street. A mix of single-family residential and industrial uses is located adjacent to and further east of the proposed alignment between 55th Street to Slauson Avenue. Residential uses are also located further west of the proposed alignment.

Existing land uses along Randolph Street between Slauson Avenue and Santa Fe Avenue primarily include industrial uses with sporadic commercial uses on the north side of the proposed alignment. Existing land uses south of Randolph Street include a mix of industrial, institutional, commercial, single-family residential, and multi-family residential uses.

The area adjacent to and further away from Randolph Street between Santa Fe Avenue and Boyle Avenue/State Street is developed with a mix of single-family residential, multi-family residential, institutional/public facility, and commercial (primarily retail) uses. Between Boyle Avenue/State Street and the San Pedro Subdivision ROW, the area adjacent to Randolph Street consists of industrial uses primarily located to the north, and single-family and multi-family residential uses located south of the proposed alignment.

The area adjacent to both sides of San Pedro Subdivision ROW between Randolph Street and Gage Avenue is developed with industrial land uses, with residential uses located further east and west of the proposed alignment.

Existing land uses adjacent to the San Pedro Subdivision ROW along Salt Lake Avenue south towards Santa Ana Street primarily consist of single-family and multi-family residential uses. Existing land uses along Florence Avenue consist of predominantly commercial uses. Along the San Pedro Subdivision ROW south from Santa Ana Street toward Gardendale Street, existing land uses consist of predominantly industrial uses surrounded by residential and commercial uses

farther away. Industrial land uses are located on both sides of the San Pedro Subdivision ROW between Gardendale Street and Century Boulevard, with single-family residential uses located one block east and west of this rail ROW. Single-family and multi-family residential uses are generally situated adjacent to the San Pedro Subdivision ROW from the I-105 freeway to the PEROW. Over the I-105 freeway, the Arthur Avenue pedestrian bridge is located to the east of the San Pedro Subdivision ROW, and the entrances to this pedestrian bridge are currently closed off.

From the San Pedro Subdivision ROW to the intersection of Paramount Boulevard/Rosecrans Avenue, single-family and multi-family residential uses are located on the north side and industrial uses are located on the south side of the PEROW. Commercial uses are located along Paramount Boulevard, while a mix of commercial and industrial land uses are located along Rosecrans Avenue. The Paramount Bike Trail is located parallel to the south side of the rail ROW extending from the LA River Bike Trail to Lakewood Boulevard where it connects with the Bellflower Bike Trail. The Bellflower Bike Trail is located within the PEROW and extends from Lakewood Boulevard south to Ruth R. Caruthers Park where it connects to the San Gabriel River.

Existing land uses in the area surrounding the PEROW between of Paramount Boulevard/Rosecrans Avenue and SR-91 freeway include industrial, institutional (including, but not limited to, Paramount High School, Paramount High School West Campus, Paramount Park Middle School, and Wirtz Elementary School), single-family and multi-family residential, (including a mobile home community), open space/recreational facilities (i.e., Paramount Park, a bike path that parallels the proposed alignment, Ruth R. Caruthers Park, and Cerritos Iron-Wood Nine Golf Course), nurseries, commercial uses and recreational businesses (i.e., Hollywood Park Paintball and Airsoft Park and Bellflower BMX). A pedestrian bridge over the PEROW connects Paramount High School to Paramount Park. Additionally, transmission towers and transmission lines parallel the southwest side of the PEROW between the San Pedro Subdivision ROW and Somerset Boulevard.

Between the SR-91 and I-605 freeways, existing land uses in the area surrounding the PEROW include industrial, institutional (Valley Christian High School), single-family residential, multi-family residential, and commercial uses (including Cerritos Auto Square). Between I-605 freeway and South Street, surrounding land uses include single- and multi-family residential uses, commercial uses (including Los Cerritos Center), a cemetery (Artesia Cemetery District), open space/recreational facilities (Artesia Park), institutional (including, but not limited to, PCI College, Gahr High School, and Carver Elementary School), and a civic center (Artesia City Hall). A bicycle and pedestrian trail is currently under construction on the east side of the PEROW between 183rd Street and Pioneer Street in the City of Artesia.

Land uses, such as residences, schools, places of worship, museums, recreational facilities, and libraries, are adjacent to or within 0.25 miles of the Project alignment and within 0.5 mile of the stations. These receptors are discussed in further detail in the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2021h).

4.1.2.1 Station Areas

Adjacent and surrounding land uses for each station area associated with each Build Alternative are summarized in Table 4.2 and illustrated in Figure 4-1 through Figure 4-5.

Table 4.2. Existing Land Uses in the Affected Area and Surrounding Area of the Station Areas and Design Options

Station Area	Affected Area[1]	Surrounding Area[2]
Alternative 1		
LAUS Forecourt	Residential, Institutional/Public Facilities	Residential, Industrial, Commercial, Open Space, Institutional/Public Facilities
Arts/Industrial District (north of 7th Street)	Industrial, Institutional/Public Facilities	
Alternative 2		
7th Street/Metro Center	Residential, Commercial	Residential, Industrial, Commercial, Open Space, Institutional/Public Facilities
South Park/Fashion District	Residential, Commercial	
Arts/Industrial District (south of 7th Street)	Industrial	
Alternatives 1, 2, and 3		
Slauson/A Line	Industrial	Residential, Industrial, Commercial, Open Space, Institutional/Public Facilities
Pacific/Randolph	Residential, Commercial	Residential, Industrial, Commercial, Institutional/Public Facilities
Florence/Salt Lake	Residential, Industrial	Residential, Commercial, Industrial, Open Space, Institutional/Public Facilities
Firestone	Industrial	
Gardendale	Institutional/Public Facilities	
Alternatives 1, 2, 3, and 4		
I-105/C Line	Industrial, Roadway	Residential, Commercial, Industrial, Open Space, Institutional/Public Facilities
Paramount/Rosecrans	Commercial, Industrial	
Bellflower	Commercial	
Pioneer	Commercial	Residential, Commercial, Open Space, Institutional/Public Facilities, Industrial
Design Options		
Design Option 1: LAUS MWD	Residential, Institutional/Public Facilities	Residential, Industrial, Commercial, Open Space, Institutional/Public Facilities
Design Option 2: Little Tokyo	Residential, Commercial	

Source: TAHA, 2020
Note: MWD = Metropolitan Water District
[1] "Affected Area" is defined as the adjacent area within approximately 50 feet of the Build Alternatives.
[2] "Surrounding Area" is defined as the area within 0.25 mile of the alignment and 0.5 mile of the station areas.

LAUS Forecourt Station

LAUS is an existing station currently serving as a regional transportation hub with connections to Amtrak, Metrolink, and Metro B (Red), D (Purple), and L (Gold) Lines. The LAUS Forecourt Station area includes the LAUS surface parking lot on the north side of the LAUS forecourt driveway. The LAUS Forecourt Station area is located within the Central City North Community Plan and the area west of LAUS Forecourt Station area is located within the Central City CPA in the City of Los Angeles. Existing land uses adjacent to the LAUS Forecourt Station area include a multi-family residential development to the north; LAUS building to the east; institutional/public facilities to the west; LAUS forecourt driveway and a surface parking lot to the south. Surrounding land uses further from the LAUS Forecourt Station area include LAUS train terminals; Patsaouras Bus Plaza, residential uses, commercial uses, industrial uses, open space, and institutional/public facilities (including, but not limited to various government office buildings and museums, Metropolitan Detention Center, Men's Central Jail, United States District Court, City of Los Angeles Department of Water and Power Central District Headquarters, and the City of Los Angeles Fire Station 4). Various Metro bus lines and other municipal bus services provide service to Patsaouras Bus Plaza.

Land uses within 0.5 mile of the LAUS Forecourt Station area include, but are not limited to, residences, libraries, medical centers, parks and recreational facilities, places of worship, museums, preschools/daycares, and schools.

Arts/Industrial District Station

The Arts/Industrial District Station area proposed for Alternative 1 includes Alameda Street between 6th Street and Industrial Street within the boundaries of the Central City and Central City North CPAs in the City of Los Angeles. The east side of Alameda Street is located within the Central City North CPA and the west side of the street is within the Central City CPA. Existing land uses adjacent to the station area include industrial uses and a public facility (Metro Division 1 bus maintenance facility). Surrounding land uses further away from the station area are primarily industrial but also include multi-family residential uses (primarily adaptive/reuse of non-residential buildings and live/work units), institutional/public facilities, open space, and commercial uses.

Land uses within 0.5 mile of the proposed Arts/Industrial District Station area include, but are not limited to, residences, places of worship, preschools/daycares, schools, museums, parks and recreational facilities, and libraries.

Slauson/A Line Station

The Slauson/A Line Station area generally includes the Long Beach Avenue/Slauson Avenue intersection. The existing Metro A (Blue) Line aerial structure, Metro A (Blue) Line Slauson Station, and freight rail are located within the WSAB Slauson/A Line Station area. The WSAB Slauson/A Line Station area is located along the boundaries of the Southeast Los Angeles CPA in the City of Los Angeles and the unincorporated Florence-Firestone community of LA County. The area to the north of Slauson Avenue is within the Southeast Los Angeles CPA, while the area to the south of this street is within the unincorporated Florence-Firestone community. Industrial uses adjoin the station area. Surrounding land uses include industrial, commercial, single- and multi-family residential, open space, and institutional/public facilities.

Land uses within 0.5 mile of the Slauson/A Line Station area include, but are not limited to, residences, parks and recreational facilities, places of worship, day care centers, and schools.

Pacific/Randolph Station

The Pacific/Randolph Station area includes the La Habra Branch ROW in the median of Randolph Street between Pacific Boulevard and Seville Avenue. The proposed station area is located within the City of Huntington Park. Active freight rail is located within the La Habra Branch ROW. Existing land uses adjacent to the station area include commercial and multi-family residential uses. Surrounding land uses further from the station area include commercial, multi-family residential, industrial, and institutional/public facilities.

Land uses within 0.5 mile of the Pacific/Randolph Station area include, but are not limited to, residences, schools, places of worship, and libraries.

Florence/Salt Lake Station

The Florence/Salt Lake Station area includes the San Pedro Subdivision ROW along Salt Lake Avenue between Florence Avenue and Walnut Street. The area to the west and southeast of this station area is generally located within the City of Huntington Park, while the area northeast of the station area is generally located within the City of Bell. Active freight rail is located within the San Pedro Subdivision ROW. Existing land uses adjacent to the station area include single-family and multi-family residential uses and industrial uses. Surrounding land uses further away include residential, commercial, industrial, open space, and institutional/public facilities.

Land uses within 0.5 mile of the Florence/Salt Lake Station area include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

Firestone Station

The San Pedro Subdivision ROW east of Atlantic Avenue and the industrial uses on the north and south side of this portion of the San Pedro Subdivision ROW are part of the Firestone Station area. The station area is located within the City of South Gate. Active freight rail is located within the San Pedro Subdivision ROW. Existing land use within and adjacent the station area is industrial. Surrounding land uses further away include industrial, public facilities/institutional, single-family and multi-family residential uses, and open space.

Land uses within 0.5 mile of the Firestone Station include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

Gardendale Station

The Gardendale Station area is located within the San Pedro Subdivision ROW in the City of Downey, just north of Gardendale Street and the City of South Gate boundary. Active freight rail is located within the San Pedro Subdivision ROW. Existing land uses adjacent to the station area are public facility land uses, including the LA County Department of Public Works Hollydale Yard. East of the station area is a former hospital facility (Rancho Los Amigos South Campus) that is currently unoccupied. Surrounding land uses further away include single-family residential to the southwest and southeast, public facilities/institutional (including the LA County Animal Shelter, Downey Courthouse, and County of Los Angeles Public Library administrative offices), industrial uses, and commercial uses.

Land uses within 0.5 mile of the proposed Gardendale Station area include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

I-105/C Line Station

The I-105/C Line Station area includes the San Pedro Subdivision ROW north of Century Boulevard, industrial properties on the east and west side of the San Pedro Subdivision ROW, the Arthur Avenue pedestrian bridge and San Pedro Subdivision ROW bridge over the I-105 freeway, and the median of the I-105 freeway. The station area north of Century Boulevard is located within the City of South Gate, and the station area at the I-105 freeway is within the City of Paramount. Active freight rail is located within the San Pedro Subdivision ROW and the Metro C (Green) Line is located within the median of the I-105 freeway. Existing land uses within and adjacent to the I-105/C Line Station area are industrial and residential. Surrounding land uses further away are predominantly single-family and multi-family residential uses, with some commercial and industrial uses.

Land uses within 0.5 mile of the proposed I-105/C Line Station area include, but are not limited to, schools, places of worship, libraries, and parks and recreational facilities.

Paramount/Rosecrans Station

The Paramount/Rosecrans Station area includes the PEROW northwest of the intersection of Paramount Boulevard and Rosecrans Avenue in the City of Paramount. Active freight rail is located within the PEROW. Existing land uses within and adjacent to the station area include residential, commercial, and industrial uses. Surrounding land uses further away include commercial, industrial, single-family and multi-family residential, and public facilities/institutional uses.

Land uses within 0.5 mile of the proposed Paramount/Rosecrans Station area include residences, parks and recreational facilities, and schools.

Bellflower Station

The Bellflower Station area includes the PEROW on the west side of Bellflower Boulevard, as well as auto-related businesses on the north side of the PEROW, in the City of Bellflower. Existing land uses within and adjacent to the station area include the Bellflower Bike Trail, industrial uses (auto-related businesses), commercial uses, and a mobile home community. Surrounding land uses further away include commercial uses, single-family and multi-family residential uses, industrial uses, and open space.

Land uses within 0.5 mile of the proposed Bellflower Station area include residences, parks and recreational facilities, museums, places of worship, library, and medical offices.

Pioneer Station

The Pioneer Station area includes PEROW between 187th Street and Pioneer Boulevard, as well as residential, commercial and industrial uses south of the PEROW between Pioneer Boulevard and Corby Avenue. The station area is located in the City of Artesia, just west of the City of Cerritos boundary. Generally, the area south and southeast of the proposed station area is located within the City of Cerritos, while the remaining area surrounding the proposed station is located within the City of Artesia. Land uses within and adjacent to the station area include single-family residential, commercial retail and offices, and industrial uses (including automotive shops). Surrounding land uses further from the station area

include commercial (which are primarily located on Pioneer Boulevard and South Street), single-family and multi-family residential (including a mobile home community), open space, institutional/public facilities, and industrial uses. A bicycle and pedestrian trail is currently under construction on the east side of the PEROW north of Pioneer Station.

Land uses within 0.5 mile of the proposed Pioneer Station area include residences, places of worship, schools, libraries, and parks and recreational facilities.

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

As shown in Table 4.1, residential use (80.9 percent) is the predominant land use adjacent to Alternative 2, followed by industrial uses (9.1 percent). Multi-family residential uses north of the I-10 freeway include development that are solely used for multi-family residential housing, adaptive reuse of older non-residential buildings, live/work units, and mixed-use multi-family residential housing in buildings that have commercial uses on the ground floor. Multi-family residential uses located south of the I-10 freeway are in structures designated for multi-family housing only.

Existing land uses adjacent to and surrounding the Project alignment from the western terminus to Wall Street include a mix of commercial (office and retail) and multi-family residential uses. East of Wall Street, land use transitions to a mix of commercial and industrial uses. Land use changes to mostly industrial as the proposed alignment travels south towards the I-10 freeway. South of the I-10 freeway, existing land uses adjacent to and in the area surrounding the proposed Project alignment is the same as described for Alternative 1.

Land uses, such as residences, schools, places of worship, museums, recreational facilities, and libraries, are also located adjacent to or within 0.25 miles of the Project alignment and within 0.5 mile of the stations and are discussed in further detail in the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2021h).

4.1.3.1 Station Areas

Adjacent and surrounding land uses for each station area associated with Alternative 2 are identified in Table 4.2 and illustrated in Figure 4-1 through Figure 4-5. A detailed description of the existing land uses surrounding the 7th Street/Metro Center Station, South Park/Fashion District Station, and Arts/Industrial District Station areas for Alternative 2 are provided below. See Section 4.1.2.1 for a detailed description of the existing land uses surrounding the Slauson/A (Blue) Line, Pacific/Randolph, Florence/Salt Lake, Firestone, Gardendale, I-105/C (Green) Line, Paramount/Rosecrans, Bellflower, and Pioneer Station areas.

7th Street/Metro Center Station

The 7th Street/Metro Center Station area includes 8th Street between Figueroa Street and Flower Street, a surface parking lot at the northeast corner of Figueroa Street/8th Street, and a commercial building at the southwest corner of Flower Street/8th Street. The station area is located within the Central City CPA in the City of Los Angeles. Existing land uses within and adjacent to the proposed station area include a surface parking lot, commercial uses, and multi-family residential uses. Surrounding land uses further away include commercial (offices, retail, and other types of commercial uses), multi-family residential, open space,

industrial, and institutional/public facilities. The multi-family residential uses are primarily located in buildings that generally have commercial retail uses on the first floor.

Land uses within 0.5 mile of the 7th Street/Metro Center Station area include, but are not limited to, residences, parks and recreational facilities, places of worship, schools, and libraries.

South Park/Fashion District Station

The South Park/Fashion District Station area includes 8th Street between Main Street and Santee Street, as well as commercial buildings at the southwest corner of Main Street/8th Street and southeast corner of Los Angeles Street/8th Street. The proposed station area is located within the Central City CPA in the City of Los Angeles. Existing land uses adjacent to the proposed station include commercial and multi-family residential. Surrounding land uses further away include commercial, multi-family residential, open space, institutional/public facilities, and industrial. The multi-family residential uses are primarily located in buildings that generally have commercial retail uses on the first floor.

Land uses within 0.5 mile of the South Park/Fashion District Station include, but are not limited to, residences, places of worship, schools, and parks and recreational facilities.

Arts/Industrial District Station

The Arts/Industrial District Station area proposed for Alternative 2 includes Alameda Street between 7th Street and Center Street, and industrial uses adjacent to the east and west side of Alameda Street. The station area is located along the boundaries between the Central City and Central City North CPAs in the City of Los Angeles. The east side of Alameda Street is located within the Central City North CPA, and the west side of the proposed station is located within the Central City CPA. Existing land uses within and adjacent to the station area are industrial. Surrounding land uses further away are primarily industrial but also include some multi-family residential uses (adaptive/reuse of non-residential buildings and live/work units), commercial, open space, and institutional/public facilities.

Land uses within 0.5 mile of the Arts/Industrial District Station include, but are not limited to, schools, parks and recreational facilities, and daycare facilities.

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

As shown in Table 4.1, industrial use (34.5 percent) is the predominant land use adjacent to Alternative 3, followed by residential use (23.3 percent) and institutional use (18.1 percent). Existing land uses adjacent to and in the area surrounding Alternative 3 is the same as described for Alternative 1 south of 55th Street/Long Beach Avenue.

4.1.4.1 Station Areas

Adjacent and surrounding land uses for each station area associated with Alternative 3 are identified in Table 4.2 and illustrated in Figure 4-2 through Figure 4-5. See Section 4.1.2.1 for a detailed description of the existing land uses surrounding the Slauson/A Line, Pacific/Randolph, Florence/Salt Lake, Firestone, Gardendale, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Station areas.

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

As shown in Table 4.1, residential use (45.0 percent) is the predominant land use adjacent to Alternative 4, followed by open space (23.3 percent). Existing land uses adjacent to and in the area surrounding Alternative 4 is the same as described for Alternative 1 south of Main Street/San Pedro Subdivision ROW.

4.1.5.1 Station Areas

Adjacent and surrounding land uses for each station area associated with Alternative 4 are identified in Table 4.2 and illustrated in Figure 4-4 and Figure 4-5. See Section 4.1.2.1 for a detailed description of the existing land uses surrounding the I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Station areas.

4.1.6 Design Options

4.1.6.1 Design Option 1: LAUS at the Metropolitan Water District

LAUS MWD Station area includes the concourse area inside the LAUS building, as well as the LAUS baggage area parking facility. The LAUS MWD Station area is located within the Central City North Community Plan. Existing land uses adjacent to the LAUS MWD Station area include an LAUS surface parking lot, Metro L (Gold) Line station, and the LAUS and MWD buildings. Further away from the LAUS MWD Station include residential uses, the Patsaouras Bus Plaza; commercial uses, industrial uses, open space, and institutional/public facilities similar to those described for the LAUS Forecourt Station area in Section 4.1.2.1.

Land uses within 0.5 mile of the LAUS MWD Station area include, but are not limited to, residences, libraries, medical centers, parks and recreational facilities, places of worship, museums, preschools/daycares, and schools.

4.1.6.2 Design Option 2: Addition of Little Tokyo Station

The Little Tokyo Station area includes Alameda Street between 1st Street and 2nd Street, as well as a commercial use on the west side of the street and a public facility at the southeast corner of 2nd Street/Alameda Street. The Little Tokyo Station area is located along the boundaries of the Central City and Central City North CPAs in the City of Los Angeles. The east side of Alameda Street is within the Central City North CPA, and the west side is within the Central City CPA. Existing land uses adjacent to the station area include a multi-family residential development, commercial uses, the Metro Regional Connector Transit Station, which is currently under construction at the southwest corner of the 1st Street/Alameda Street intersection, and a public facility. Surrounding land uses further away from the station area include other multi-family residential uses, commercial uses (offices, retail, and other types of commercial uses); open space, and institutional/public facilities. Several of the multi-family residential uses are also mixed-use (commercial and residential) developments.

Land uses within 0.5 mile of the proposed Little Tokyo Station area include, but are not limited to, residences, places of worship, preschools/daycares, schools, museums, parks and recreational facilities, and libraries.

4.1.7 Maintenance and Storage Facilities

Table 4.3 identifies land uses adjacent to the Paramount and Bellflower MSF site options. Figure 4-6 shows the existing land uses within 0.25 miles of the proposed MSF site options.

Table 4.3. Land Use Distribution Adjacent to the MSF Site Option

Land Use	Percent of Land Use (%)[1]	
	Affected Area[2]	Surrounding Area[3]
Paramount MSF Site Option		
Residential	0	8.6
Commercial[4]	35.4	19.7
Industrial[4]	61.3	55.7
Institutional/Public Facilities	3.3	9.5
Open Space/Recreational Facility	0	5.2
Vacant	0	1.2
Bellflower MSF Site Option		
Residential	44.3	67.9
Commercial	8.4	9.0
Industrial	42.2	18.2
Institutional/Public Facilities	2.2	4.8
Open Space/Recreational Facility[4]	2.8	0.2

Source: TAHA 2020
Notes: MSF = maintenance and storage facility
[1] Percent of land use may not equal 100 percent due to rounding.
[2] "Affected Area" is defined as the adjacent area within approximately 50 feet of the Build Alternatives.
[3] "Surrounding Area" is defined as the area within 0.25 mile of the alignment and 0.5 mile of the station areas.
[4] Percent does not include land use within MSF site option boundary.

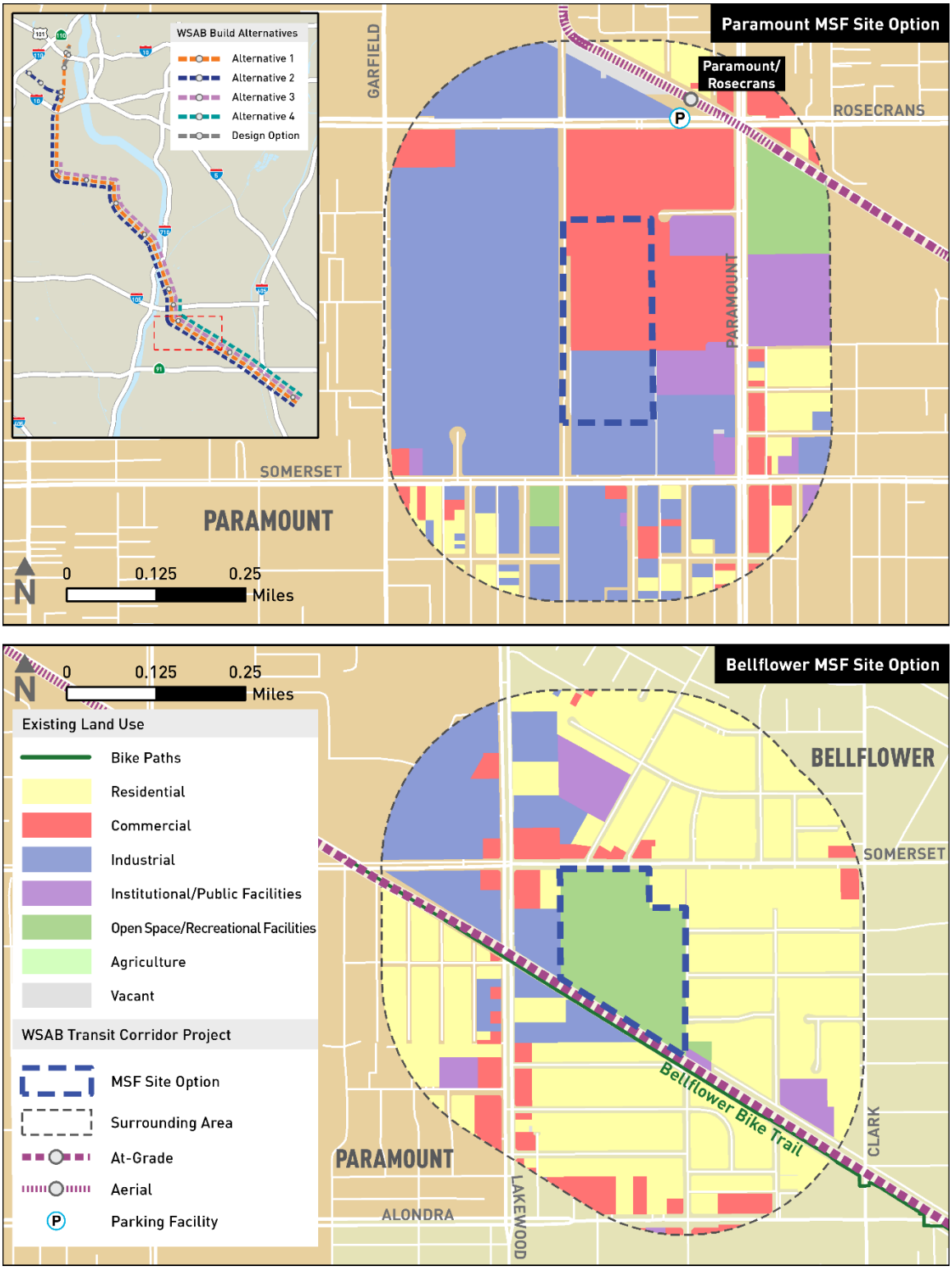
4.1.7.1 Paramount MSF Site Option

The Paramount MSF site option is located in the Clearwater East Area Plan in the City of Paramount, which promotes office, commercial, and light industrial uses with heavy industrial uses encouraged in the interior of the area adjacent to the existing rail ROW. The proposed site is currently used for the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking, and industrial purposes. The proposed site is bounded by commercial uses, Bianchi Theatre, and surface parking lots to the north on All American City Way; additional parking for the Paramount Swap Meet, Our Lady of the Rosary Church and School, and commercial uses to the immediate east; Paramount Park, Paramount Middle School, and Paramount High School further to the east along Paramount Boulevard; a surface parking lot and commercial uses to the immediate south; and All American City Way and rail ROW to the west. Industrial uses are also located west of the rail ROW. North of Rosecrans Avenue, industrial uses are located on both sides of the San Pedro Subdivision ROW.

4.1.7.2 Bellflower MSF Site Option

The Bellflower MSF site option is designated as an open space/recreational use currently leased from the City of Bellflower and operating as privately-owned recreational commercial businesses, the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX. The proposed MSF site is bounded by Somerset Boulevard to the north (with multi-family residential uses north of Somerset Boulevard), single-family residential uses to the east, a dog park at the southeasterly corner, the PEROW and Bellflower Bike Trail to the south, and a mobile home community and industrial uses to the west.

Figure 4-6. Existing Land Us within 0.25 Mile of the Maintenance and Storage Facility Options



Source: LA County Assessor, 2016; TAHA, 2021

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, 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, CA HSR, 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 include local projects in the Affected Area, such as the Link US project, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path, and the Cesar E. Chavez Bus Stop Improvements project.

Under the No Build Alternative, projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built. The Project would not be developed; properties would not be acquired for the Project; no structures along the Project alignment would be demolished; the existing freight tracks within the rail ROWs would remain undisturbed; and no aerial structures would be built along the public or rail ROWs. Future bike paths identified along the Project alignment in the *City of Los Angeles 2010 Bicycle Master Plan* (City of Los Angeles 2011), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012), *City of Bell Bicycle Master Plan* (City of Bell 2016), and *Bellflower-Paramount Active Transportation Plan* (City of Bellflower and City of Paramount 2019) would potentially be built and implemented within the rail ROW or public ROW that parallels the rail ROW.

5.1.1 Land Use Compatibility

Projects developed under the No Build Alternative would undergo project-specific environmental reviews, as appropriate, that would identify potential land use impacts and mitigation as necessary. The projects would generally occur within existing transportation corridors on individual sites that are associated with transportation. The No Build Alternative is expected to be consistent with current development trends and would not be incompatible with adjacent and surrounding land uses. Therefore, no adverse effects related to land use compatibility are anticipated.

5.1.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The Project is identified as a financially-constrained transit project from the Los Angeles/Orange County boundary towards downtown Los Angeles in the SCAG 2016-2040 RTP/SCS (SCAG 2016). It is described as an 8-mile LRT project in the West Santa Ana ROW to Huntington Park with an additional 12 miles to be determined in downtown Los Angeles. The Project is also listed in the 2019 Federal Transportation Improvement Program (SCAG 2019), although it is currently only programmed as a study. Under the No Build Alternative,

projects (other than the Project) identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built. However, the Project and future planning for TODs around the Project station areas would not be implemented, as these TODs are dependent on the construction and operation of the Project.

The No Build Alternative would result in a continuation of current land use development patterns and trends that are not expected to change. Under the No Build Alternative, the Project would not be constructed, thereby making the No Build Alternative inconsistent with SCAG's regional policies for improving mobility. The No Build Alternative would:

- Limit the opportunity to intensify land uses at potential station areas for the Build Alternatives, limit development of compact communities around a public transit system, and limit alternatives to automobile travel;
- Not support opportunities to integrate transportation investments with future land use patterns, promote sustainability, provide more transportation choices, or reduce overall air quality emissions and traffic congestion;
- Be inconsistent with policies for improving mobility, encouraging land use patterns that support transit use, and promoting sustainability;
- Be inconsistent with the SCAG 2016-2040 RTP/SCS overarching strategy of growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities.

Under the No Build Alternative, land use development around the Project station areas would not occur because no new stations would be built. Specifically, the No Build Alternative would be inconsistent with SCAG 2016-2040 RTP/SCS Policy 6 to support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, and Policy 7 to encourage transportation investments that would result in cleaner air, better environment, a more efficient transportation system, and sustainable outcomes in the long run. Therefore, the No Build Alternative would result in adverse effects.

5.1.3 Consistency with Local Land Use Plans, Policies, and Regulations

Under the No Build Alternative, future development and implementation of the bicycle paths within the rail ROWs would continue to occur in the jurisdictions that have identified planned bicycle paths in its general plan or bicycle master plan (i.e., cities of Los Angeles, Huntington Park, Vernon, Cudahy, Bell, South Gate, Downey, Bellflower, and Paramount, as well as County of Los Angeles). However, the No Build Alternative would be inconsistent with the local land use goals, objectives, and/or policies detailed in Table 5.1.

Table 5.1. No Build Alternative Inconsistency with Local Land Use Plans and Policies

Policy Topic	Plans and Policies
Alternative modes of transportation	▪ *City of Los Angeles Central City North Community Plan* Goal 12 ▪ *City of Los Angeles Central City Community Plan* Goal 12 ▪ *City of Los Angeles Southeast Los Angeles Community Plan* Objective 11-2 and Goal 13 ▪ *Los Angeles County General Plan 2035* Policy M4.1 ▪ *City of Huntington Park General Plan* Goal 4.0 ▪ *City of Cudahy 2040 General Plan Transportation Element* Policy CE-3.1 and CE-3.3 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD 3.1- Policy P.1, *Mobility Plan Element* Goal ME2, and *Healthy Community Element* Objective HC2.3-Policy P.1 ▪ *Downey Vision 2025 Circulation Element* Goal 2.2, Policy 2.2.4, and Program 2.4.1.5 ▪ *City of Paramount General Plan* Policies 6 and 9 ▪ *City of Bellflower General Plan* Goal 4 ▪ *City of Cerritos General Plan Circulation Element* Goal CIR-8 ▪ *City of Artesia General Plan Circulation and Mobility Sub-Element* Policy Action CIR4.2.4 and Community Goal CIR5; *Air Quality and Climate Change Sub-Element* Policy Action AQ2.1.1; and *Sustainability Element Community* Goal SUS5
Increased mobility, transit access, and transit services	▪ *City of Los Angeles Mobility Plan 2035* Policies 3.5 and 3.7 ▪ *City of Los Angeles Central City North Community Plan* Goal 10 and Objective 10-1.3 ▪ City of Los Angeles *Southeast Los Angeles Community Plan* Goal 11 ▪ *Los Angeles County General Plan 2035* Policy M4.4 ▪ *City of Cudahy 2040 General Plan Transportation Element* Goal CE-2 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD1.2-Policy P.1, Objective ME2.2-Policies P.1 and P.2 ▪ *City of South Gate Gateway District Specific Plan* Goal 2 ▪ *City of South Gate Hollydale Village Specific Plan* Policy 6.2 ▪ *City of Paramount General Plan* Policy 11 ▪ *City of Bellflower General Plan* Goal 3 and Policy 3.1 ▪ *City of Cerritos General Plan Circulation Element* Policies CIR-6.6 and CIR-8.2 ▪ *City of Artesia General Plan Circulation and Mobility Sub-Element* Policy CIR5.1 and Community Policy CIR6.2, *Air Quality and Climate Change Sub-Element* Policy Action AQ2.1.6, *Sustainability Element* Community Policy Action SUS5.1.7
Emissions reductions	▪ *City of Cudahy 2040 General Plan Air Quality Element* Goal AQE-2 ▪ *City of South Gate General Plan 2035 Healthy Community Element* Objective HC7.2-Policies P.1 and P.8 ▪ *City of Bellflower General Plan* Policy 4.1

Policy Topic	Plans and Policies
Policies for compact and denser development, including TODs	▪ *City of Los Angeles General Plan* Objectives 3.13 and 3.15, Policy 3.15.3 ▪ *Los Angeles County General Plan 2035* Goal M5; Policies LU4.4 and M5. ▪ *Florence-Firestone Community Plan* Goals R-2 and TD-3, Policies R-2.3 and TD-2.4 ▪ *City of Los Angeles Land Use/Transportation Policy* ▪ *City of Cudahy 2040 General Plan Air Quality Element* Policy AQE2.1 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD3.1- Policies P.2, P.4 and P.5 ▪ *City of South Gate General Plan 2035 Healthy Community Element Objective* HC2.3-Policy P.4 ▪ *City of Artesia General Plan Air Quality and Climate Change Sub-Element* Policy Action AQ2.2.3

Source: TAHA, 2020
Note: TODs = transit-oriented developments

The No Build Alterative would result in a continuation of current development patterns. Since the Project would not be built, future planning of TODs surrounding the project station areas cannot occur. As a result, the No Build Alternative would not support local land use plans and policies for compact and denser development, including the development of TODs. Therefore, the No Build Alternative would be inconsistent with applicable local land use plans and policies and would result in adverse effects.

5.2 Alternative 1: Los Angeles Union Station to Pioneer Station

5.2.1 Land Use Compatibility

5.2.1.1 Underground Alignment

Alternative 1 would be primarily underground north of the 14th Street/Long Beach Avenue intersection. Land use in this area is characterized as highly urbanized and developed. As discussed below, components and alignment activities associated with the underground alignment, including parking removal/relocation and at-grade station entrances, would not conflict with surrounding uses and would not physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur for the underground portion of the alignment.

Parking

Alternative 1 would remove several on-street parking spaces along Alameda Street between Bay Street and Newton Street. Several off-street parking spaces may also be removed, such as at an industrial property at the southeast corner of 6th Street/Alameda Street. The removal of on- and off-street parking spaces may result in an increased demand for on-street parking that could affect parking in the surrounding streets. However, the removal/relocation of parking spaces is not anticipated to change or impair the function of the surrounding land uses, and access to the surrounding uses would remain. Changes to parking would be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. Additionally, the removal of parking within the rail ROW would not result in an incompatible land use as the rail ROW would continue to be used as a rail corridor. Therefore, no adverse effects regarding land use compatibility would occur.

Parking effects are further discussed in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).

Stations

Alternative 1 proposes two underground stations (LAUS and Arts/Industrial District) that would include at-grade station entrances designed and integrated with the surrounding uses so as not to change or impair the function of the surrounding uses. The proposed stations are anticipated to become important junctions for residents, employees, and visitors from neighboring communities and the region leading to future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. Additionally, the proposed station entrances are not expected to introduce any physical barriers, would not physically divide an established community, and access to the surrounding community would remain available. The proposed stations would be designed and integrated with the surrounding uses and be compatible with the surrounding land uses. Therefore, no adverse effects regarding land use compatibility would occur.

Typically, potential station area nuisance impacts include, but are not limited to, noise, air quality, security, lighting, and traffic. Discussion of these potential disruptions to local sensitive receptors is provided in the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a), *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h), *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report* (Metro 2021j), and *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).

Summary

The underground alignment, including the at-grade station entrances and parking removal/relocation, would not conflict with surrounding uses and would not physically divide an established community. The underground alignment would be part of a transit system that serves the residents, visitors, and employees of the surrounding communities and cities. Therefore, the proposed underground portions of Alternative 1 would be compatible with the surrounding land uses, and no adverse effects regarding land use compatibility would occur.

5.2.1.2 Aerial Alignment

Alternative 1 would operate underground from LAUS and daylight just north of 14th Street/Long Beach Avenue and transition to an aerial structure. Aerial structures are proposed along the following segments:

- 14th Street/Long Beach Avenue to Randolph Street/Alameda Street (Cities of Los Angeles and Huntington Park, and LA County),
- Randolph Street/Hollenbeck Street to San Pedro Subdivision ROW south of Randolph Street (City of Huntington Park),
- Salt Lake Avenue/Ardine Street to Rayo Avenue (Cities of Cudahy and South Gate),
- Meadow Road to City of South Gate/City of Downey boundaries (City of South Gate),
- South of I-105 freeway to south of Paramount Park (City of Paramount),
- Downey Avenue (City of Paramount),
- Civic Center Drive to California Avenue (City of Bellflower), and
- Northwest of 183rd Street/Gridley Road to northwest of 186th Street (Cities of Cerritos and Artesia).

Bridges are proposed at LA River, Rio Hondo Channel, and San Gabriel River, and over the I-105 freeway. Land uses and communities surrounding the proposed aerial structures have been developed around the rail ROWs. Portions of the aerial alignment would be adjacent to residential neighborhoods in the cities of Los Angeles, Huntington Park, Paramount, Bellflower, Cerritos, and Artesia. Between 14th Street/Long Beach Avenue and the I-10 freeway, the type of land use surrounding the alignment is industrial. As the proposed alignment would be located in an industrial area, land use compatibility issues would not occur. Between the I-10 freeway and Randolph Street, Alternative 1 would be aerial above either the existing rail ROW or Long Beach Avenue. In other areas, the aerial structures and bridges would be located within the rail ROWs.

As discussed below, the aerial components and alignment activities associated with the aerial alignment would not conflict with surrounding uses, change the function of public street and rail ROWs as transportation corridors, impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses, or physically divide an established community. Alternative 1 would be consistent with the use of the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as a rail corridors and Long Beach Avenue as transportation corridors. In addition, the proposed aerial components would be part of a regional transit system that would serve the residents, visitors, and employees of the surrounding community and cities. Therefore, no adverse effects regarding land use compatibility would occur.

Freight Track Relocation

South of Slauson Avenue, the existing freight tracks would be relocated within the existing rail ROWs to accommodate the proposed aerial structures. Alternative 1 would be situated on aerial structures while the freight tracks would remain at-grade with the surrounding uses. Although the freight tracks would be relocated, active freight service would be maintained within the rail ROWs. Alternative 1 would maintain the existing track sidings and would not change the function of the rail ROWs. The aerial structures in and adjacent to the rail ROWs would be consistent with the use of the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as rail corridors. Therefore, no adverse effects regarding land use compatibility would occur.

Street Closures

The proposed aerial structure north of I-10 freeway would result in permanent street closures at Long Beach Avenue north of 14th Street and at 14th Street west of Long Beach Avenue. The street closures are located in the area where Alternative 1 would transition from an underground alignment to an aerial alignment. However, access to the surrounding uses and communities would continue to be available through the re-routing of traffic to adjacent streets, and permanent access disruptions to existing land uses on either side of the Project alignment would not occur. The proposed street closures would not conflict with the surrounding land uses and would not physically divide an established community since the surrounding land uses would remain accessible. Therefore, no adverse effects regarding land use compatibility would occur.

Barriers

The aerial structures south of Slauson Avenue would generally be built on retain fill along the rail ROWs but would be supported by columns when the aerial structures intersect with a street ROW. The retained fill would create a barrier separating the land uses on one side of

the rail ROW from uses on the other side of the rail ROW, such as on Randolph Street between Holmes Avenue and Wilmington Avenue, on Flora Vista Street from Cornuta Avenue to Flower Street, and Flora Vista Street from Woodruff Avenue to California Avenue. As a result of the retained fill, the existing Wilmington Avenue/Randolph Street grade crossing at the unincorporated Florence-Firestone community/City of Huntington Park boundary would be closed. Vehicle turning restrictions would be introduced at this intersection, preventing vehicles from turning left and crossing Randolph Street. However, access to the surrounding uses where aerial structures would be supported by retain fill would continue to be available at surrounding streets that intersect with the rail ROWs. Access to surrounding uses would continue to be available, and permanent access disruptions to existing land use access on either side of the Project alignment would not occur and would not physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur.

Pedestrian Bridges

The existing pedestrian bridge on Long Beach Avenue at 53rd Street in the Southeast Los Angeles community of the City of Los Angeles would remain at the same location, and pedestrians would still be able to use the pedestrian bridge to cross over Long Beach Avenue. Since the pedestrian bridge would remain, the proposed elevated rail structure would not change or impair the function of the pedestrian bridge, would not physically divide an established community, and would be compatible with the pedestrian bridge.

The Arthur Avenue pedestrian bridge in the City of Paramount is currently closed off to pedestrians and would be reconstructed as part of Alternative 1. By reconstructing the Arthur Avenue pedestrian bridge, pedestrians would be able to use the Arthur Avenue pedestrian bridge to access the communities to the north and south sides of the I-105 freeway, as well as the new Metro C (Green) Line station in the median of the I-105 freeway. The changes proposed at this pedestrian bridge would not conflict with the surrounding land uses and would not physically divide an existing community. Rather, it would better connect the neighborhood north of the I-105 freeway with the neighborhood south of the freeway.

The existing pedestrian bridge between Paramount High School and Paramount Park in the City of Paramount would be demolished and replaced with a pedestrian undercrossing or pedestrian tunnel, allowing undisturbed access to Paramount High School and Paramount Park. The changes proposed in this area would not conflict with the surrounding land uses and would not physically divide an established community.

The changes proposed at the pedestrian bridges would not conflict with the surrounding uses and would not physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur.

Property Acquisition

Several properties would be acquired to accommodate the proposed elevated rail structures and/or relocated freight rail. The acquisition of these properties would not conflict with other uses in the surrounding area, physically divide an established community, and change or impair the function of surrounding industrial uses. Displacement effects related to land acquisitions are discussed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro, 2021e).

To accommodate the freight tracks, Paramount Bike Trail, and the proposed alignment, partial property acquisitions of the existing Los Angeles Department of Water and Power (LADWP) properties in the City of Paramount north of Somerset Boulevard would be required. The LADWP properties parallel the PEROW and contain transmission towers and the Paramount Bike Trail, and the LADWP property southeast of Paramount Park is currently being used as a nursery, in addition to the transmission towers. The partial acquisition of the LADWP properties would not interfere with the existing use of the transmission towers and lines and the existing nursery would continue to operate on the remaining portions of the properties. Thus, property acquisitions would not conflict with the current land uses on the site or other uses in the surrounding area, physically divide an established community, change or impair the function of surrounding uses, or create new land use incompatibilities.

Parking

Alternative 1 would remove several on-street parking spaces along Long Beach Avenue between 24th Street and 41st Place, which may result in an increased demand for on-street parking that could affect parking in the surrounding streets. However, the removal/relocation of on-street parking spaces is not anticipated to impair the function of the affected private properties, and access to the surrounding uses would remain. Changes to parking would be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. Additionally, the removal of parking within the rail ROW would not result in an incompatible land use as the rail ROW would continue to be used as a rail corridor. Therefore, no adverse effects regarding land use compatibility would occur.

Parking effects are further discussed in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).

Stations

The proposed Slauson/A Line, Firestone, and Paramount/Rosecrans Stations would be situated on aerial structures within a rail ROW and/or public street right-of-way. A pedestrian bridge at the Slauson/A Line Station would connect the proposed station with the existing Metro A (Blue) Line Slauson Station, which would provide better pedestrian access to the regional transit system. At the Firestone Station, an undercrossing would be provided under the San Pedro Subdivision ROW to allow vehicles on the southwest side of the rail ROW to access the parking facility on the northeast side of the rail ROW. Additionally, pedestrian access would be provided at all three of the aerial stations. The aerial stations would not change or impair the function of the surrounding land uses, would not physically divide an established community, and access to the surrounding uses would be maintained. The proposed stations are anticipated to become important junctions for residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. The proposed station entrances are not expected to introduce physical barriers or change or impair the function of the surrounding uses; and access to the surrounding community would remain available. The proposed stations would be designed and integrated with the surrounding uses and be compatible with the surrounding land uses. Therefore, no adverse effects regarding land use compatibility would occur.

Summary

The proposed aerial structures would not conflict with surrounding uses; change the function of the rail ROWs as rail corridors; impede or change the function of the freight

tracks and freight sidings that are used by nearby industrial uses; and physically divide an established community. The aerial structures would be part of a transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, the proposed aerial structures would be compatible with the surrounding land uses and no adverse effects regarding land use compatibility would occur.

Nuisance impacts on sensitive receptors resulting from the proposed alignment operations may include, but are not limited to, noise, air quality, and traffic. Discussion of these potential disruptions to local sensitive receptors is provided in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h), *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a), and *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).

5.2.1.3 At-Grade Alignment

Alternative 1 would operate at-grade in the following segments:

- Randolph Street/Alameda Street to Randolph Street/Hollenbeck Street (City of Huntington Park),
- San Pedro Subdivision ROW south of Randolph Street to Salt Lake Avenue/Ardine Street (Cities of Huntington Park, Bell, Cudahy, and South Gate),
- Rayo Avenue to Meadow Road (City of South Gate),
- City of South Gate/City of Downey boundary to south of I-105 freeway (Cities of Downey, South Gate, and Paramount),
- South of Paramount Park to north of Downey Avenue (City of Paramount),
- South of Downey Avenue to Civic Center Drive (Cities of Paramount and Bellflower),
- California Avenue to northwest of 183rd Street/Gridley Road (Cities of Bellflower and Cerritos), and
- Northwest of 186th Street to southern terminus (Cities of Artesia and Cerritos).

Land uses surrounding the at-grade portions of the alignment are suburban in character with surrounding communities developed around the rail ROW. Alternative 1 would not change the function of the rail ROWs as transportation corridors. The at-grade portions of Alternative 1 would be consistent with the use of the La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as rail corridors. Therefore, no adverse effects regarding land use compatibility would occur.

Freight Track Relocation

Active freight service in the existing rail ROWs north of Somerset Boulevard would be maintained. The existing freight tracks would be relocated within the existing rail ROWs to accommodate the Project's dual tracks, which would parallel the existing freight tracks. In general, Alternative 1 would maintain existing track sidings and realign active freight service in the rail ROWs so that freight trains can continue to serve the industrial uses through existing freight sidings and spurs. A freight siding is a low-speed track section distinct from a running line or through route, such as main line or spur. The siding may reconnect to the main line or to other freight sidings at the other end. A railroad spur is a type of secondary track used by railroads to allow the loading and unloading of railcars without interfering with the main line. The at-grade portions of Alternative 1 would not impede or change the

function of the freight tracks and freight sidings that are used by industrial uses adjacent to the rail ROWs. Therefore, no adverse effects regarding land use compatibility would occur.

Barriers

Physical barriers (e.g., fencing, walls) designed following guidance of the Metro Rail Design Criteria (MRDC), or equivalent, would be located along sections of the proposed alignment, along the rail ROWs, parallel to existing street ROWs, or along existing bike trails to create a buffer between the alignment and nearby uses. In locations where the alignment would be located along the rear of adjacent properties, existing barriers, such as fencing, currently separate adjacent land uses from the alignment. Although safety barriers would be provided along the at-grade street-facing portions of the Project alignment, access to surrounding uses would continue to be available at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing land uses on both sides of the Project alignment. Permanent access disruptions to existing land uses on both sides of the Project alignment would not occur. The proposed barriers would not conflict with surrounding land uses and would not physically divide an established community.

Street Closures/Turning Restrictions

Along the at-grade segments, Alternative 1 would introduce vehicle turning restrictions at four streets that intersect with Randolph Street (Regent Street, Albany Street, Rugby Avenue, and Rita Avenue) in the City of Huntington Park and at the intersections of 187th Street and Corby Avenue in the City of Artesia. The turning restrictions along Randolph Street would prevent vehicles from turning left and from crossing Randolph Street. Alternate routes between both sides of Randolph Street would be available and vehicular access to all properties would be maintained. Between Alburtis Avenue and Pioneer Boulevard in the City of Artesia, a closed crossing is proposed at the 187th Street intersection of the PEROW. This closed crossing would create turning restrictions at the intersections of Corby Avenue and 187th Street. Turning restrictions on Corby Avenue traveling southbound towards 187th Street would restrict vehicles from turning left (west) onto 187th Street towards Alburtis Avenue. Turning restrictions on Corby Avenue traveling northbound towards 187th Street would restrict vehicles from turning right (east) onto 187th Street towards Pioneer Boulevard. This would minimize cut-through traffic into the surrounding residential areas. Alternate routes would be available and vehicular access to all properties would be maintained.

188th Street between Pioneer Boulevard and Corby Avenue would be closed for the proposed parking structure at Pioneer Station. Eastbound access to 188th Street from Alburtis Avenue to Corby Avenue would remain open with access to the alley. Access to the surrounding uses would continue to be available, and permanent access disruptions to existing land uses on either side of the Project alignment would not occur. The proposed vehicle turning restrictions would not change or impair the function of the surrounding land uses and would not divide an established community. Therefore, no adverse effects regarding land use compatibility would occur.

Property Acquisition

Partial and full property acquisitions of public facilities, residential, industrial, and commercial properties would be required to accommodate Project components. 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. The acquisition of these properties would not change or impair the function of the surrounding land uses,

conflict with the surrounding land uses, or create any new land use incompatibilities. Therefore, no adverse effects regarding land use compatibility would occur.

Displacement effects related to land acquisitions are discussed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2021e).

Parking

Existing on-and off-street parking spaces along several at-grade portions of the alignment would need to be removed/relocated. Areas where on-street parking spaces could be removed include the area along Randolph Street in the City of Huntington Park and at the Main Street grade crossing in the City of South Gate. To accommodate existing freight tracks and Project tracks within the rail ROWs along Randolph Street and Salt Lake Avenue, existing parking within the rail ROWs would need to be removed and relocated. Several off-street parking spaces on private properties would also be removed to accommodate TPSS, such as at the commercial development at the northeast corner of Randolph Street/Pacific Boulevard, the commercial development at the southwest corner of Florence Avenue/Salt Lake Avenue and at the industrial development at the southeast corner of Florence Avenue/Salt Lake Avenue.

The removal/relocation of on- and off-street parking may result in an increased parking demand on surrounding streets. However, the loss of parking is not anticipated impair the function of the affected private properties and access to, the use of, and the function of Salt Lake Park would not change. Additionally, the removal of parking within the rail ROW would not result in an incompatible land use as the rail ROW would continue to be used as a rail corridor. Changes to parking would be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. Additionally, the removal of parking within the rail ROW would not result in an incompatible land use as the rail ROW would continue to be used as a rail corridor. Furthermore, Alternative 1 would improve overall transit connectivity by providing alternative means of access to communities surrounding the Project alignment. Therefore, the removal of on- and off-street parking spaces are not anticipated to result in an adverse effect related to access, use, or function of the private properties or the surrounding uses. No adverse effects regarding land use compatibility would occur.

Parking Facilities at Station Areas

Parking facilities proposed at the Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Stations would provide ingress and egress access and pedestrian walkways connecting the parking facilities to the proposed stations and a total of approximately 2,800 new transit parking spaces. A parking facility is currently provided at LAUS with approximately 200 spaces for Metro users, and no additional parking spaces at LAUS are proposed as part of Alternative 1. No parking facilities are proposed at the LAUS Forecourt, Arts/Industrial District, Slauson/A Line, Pacific/Randolph, Florence/Salt Lake, and Gardendale Stations.

Firestone Station. A surface parking facility with up to 600 parking spaces would be located northeast of the station platform east of Atlantic Avenue. Vehicles would access the parking facility via Atlantic Avenue. The proposed parking facility site is currently developed with industrial uses and is located in a predominantly industrial area immediately surrounded by industrial uses with some commercial uses. No residential or other sensitive uses are located adjacent to the proposed parking facility site. The parking facility would be compatible with the surrounding industrial and commercial uses, would not physically divide an established community, and would not adversely affect the viability of the existing land uses or create

adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility would occur at this parking facility.

I-105/C Line Station. A surface parking facility with up to 326 parking spaces would be located on the west and east side of the station platform north of Century Boulevard. Vehicles would access the parking facility via driveways off Center Street and Industrial Avenue. Access from the parking facility to the station would be provided via a pedestrian walkway on the north and south sides of the station platforms. The proposed parking facility sites for the I-105/C Line Station are currently developed with industrial uses and would be compatible with the surrounding land uses, would not physically divide an established community, and would not adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility would occur at this proposed parking facility.

Paramount/Rosecrans Station. A surface parking facility with up to 490 parking spaces would be located southwest of the station adjacent to the utility corridor. The parking facility would be accessed via two separate driveways on Rosecrans Avenue, and pedestrian access from the parking facility to the station would be provided along Rosecrans Avenue at the south end of the station platform. The parking facility site is currently developed with commercial, industrial, and/or warehouse uses and is surrounded by commercial uses and industrial uses. The parking facility would not conflict with the surrounding land uses, physically divide an established community, or adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility would occur at this parking facility.

Bellflower Station. A surface parking facility with up to 263 parking spaces would be located on the north side of the Bellflower Station with access via Bellflower Boulevard. Pedestrian access would be available along Bellflower Boulevard and Pacific Avenue. The Bellflower Station parking facility site is currently developed with commercial uses and located adjacent to residential uses including a mobile home community and commercial uses. The parking facility would not conflict with the surrounding land uses and are not anticipated to adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. The parking facility would not physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur at this parking facility.

Pioneer Station. A parking structure with up to 1,100 parking spaces would be located south of the station with access via Corby Avenue and Pioneer Boulevard. Pedestrian access from the parking facility to the station would be provided. The parking facility is currently developed with multi-family residential, industrial, and commercial uses and surrounded by residential and commercial uses. Although 188th Street would be closed between Pioneer Street and Corby Avenue, access to the surrounding uses would continue to be available through the re-routing of traffic to adjacent streets, and permanent access disruptions to existing land uses in the surrounding area would not occur. The parking facility and its associated street closure would not conflict with the surrounding land uses, physically divide an established community, or adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility would occur.

Stations

The proposed Pacific/Randolph, Florence/Salt Lake, Gardendale, I-105/C Line, Bellflower, and Pioneer Station would be at-grade with the surrounding uses. Alternative 1 would provide an alternative mode of transportation, and the proposed stations would increase connectivity between communities for residents, employees, and visitors from neighboring communities and the region. The proposed stations are anticipated to become an important junction for residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. The proposed stations would be designed and integrated with the surrounding uses and be compatible with the surrounding land uses. Similarly, with future development efforts at the adjacent Rancho Los Amigos site, the Gardendale Station could lead to additional street-level pedestrian-oriented development that would add vibrancy to the area.

At the I-105/C Line Station, the San Pedro Subdivision ROW bridge over the I-105 freeway and the existing Arthur Avenue pedestrian bridge to the east of the San Pedro Subdivision ROW would be reconstructed to provide pedestrian access to the I-105/C Line Station, to accommodate the Project alignment, and to provide access to the new Metro C (Green) Line Station in the median of the I-105 freeway. The Façade Avenue overpass bridge would also be reconstructed to accommodate Alternative 1 and the Metro I-105 Express Lanes project. While the I-105/C Line Station for Alternative 1 would be located at the at-grade portion of the alignment, pedestrian access to the new Metro C (Green) Line station within the median of the I-105 freeway would be situated on a reconstructed rail bridge over the freeway and the Arthur Avenue pedestrian bridge. A pedestrian pathway immediately south of the I-105 freeway between the San Pedro Subdivision ROW and Arthur Avenue pedestrian bridge would also be created. The reconstructed bridges and new pedestrian pathway would provide residents south of the I-105 freeway better access to the new Metro C (Green) Line Station within the I-105 freeway median and the proposed I-105/C Line Station north of the freeway. The reconstructed Arthur Avenue pedestrian bridge and the new pedestrian pathway would also better connect the residential neighborhoods north and south of the I-105 freeway.

The proposed stations would not change or impair the function of the surrounding land uses and would not physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur.

Traction Power Substations Sites

TPSS sites are proposed within or directly adjacent to the rail ROW or on sites currently developed with surface parking lots, commercial uses, industrial uses, nursery uses, or vacant lots, and are not proposed on sites with residential uses. To accommodate for the TPSS sites proposed on commercial and industrial properties, Metro would require partial acquisition of the identified properties once the TPSS locations are finalized. In addition, the TPSS sites would not adversely affect circulation patterns, preclude access to the potential site and adjacent properties, or affect continued use of the potential sites and adjacent properties for their designated purposes. Although Metro transportation projects are not required to adhere to local land use regulations, Metro would comply with local policies and regulations regarding such improvements. Therefore, the TPSS sites and associated structures would be compatible with adjacent land uses, and no adverse effects regarding land use compatibility would occur.

Bicycle Trails and Bus Stops

Alternative 1 would be adjacent to the Paramount Bike Trail and Bellflower Bike Trail, located parallel along and partially within the PEROW. Operation of Alternative 1 within segments of the PEROW extending south from the intersection of Rosecrans Avenue and Paramount Boulevard to Lakewood Boulevard may not have sufficient room to accommodate the project alignment and operate the Paramount Bike Trail safely, which may require a realignment of the Paramount Bike Trail. Specifically, the Paramount Bike Trail segment between Somerset Boulevard and Lakewood Boulevard is located within the PEROW. Alternative 1 would install tracks along the southwest side of the PEROW and would require the realignment of this segment of the existing bike trail to the north side of the PEROW and would require a removal of an approximately 930-foot-long segment of the existing Paramount Bike Trail to accommodate the track alignment. This segment of the existing bike trail is located at the end of the Paramount Bike Trail. The relocation of this segment of the Paramount Bike Trail would require users of the bike trail to cross the railroad tracks at Lakewood Boulevard to access the bike trail across the street. Although segments of the Paramount Bike Trail would be realigned, the bike trail would remain operational and continue to be used by the community. The bike trail relocation would not physically divide the existing bike trail in a manner that would divide the community or affect the character or function of the existing bike trail.

Additionally, Alternative 1 would require realignment of the Bellflower Bike Trail segment east of Bellflower Boulevard on the north side of the PEROW and relocation of a bus stop to accommodate the Bellflower Station platform and tracks. Although segments of the bike trails would be realigned, the bike trail would remain within the PEROW and the function of the bike trail would be maintained. The bike trail and bus stop would continue to be available for use by the community. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be effective to demonstrate that modifications to the bicycle facilities would maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. Changes to the existing trails would not conflict with other uses in the surrounding area, physically divide an established community, change or impair the function of the existing bike trail or surrounding uses, or create new land use incompatibilities. Therefore, no adverse effects regarding land use compatibility would occur.

Summary

The at-grade portions of the alignment would not conflict with or impede the use of the surrounding land uses; change the function of the public street and rail ROWs as transportation corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; create new land use incompatibilities in the Affected Area; and physically divide an established community. The at-grade portions of the alignment would provide a regional transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, no adverse effects regarding land use compatibility would occur.

5.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Alternative 1 would be consistent with SCAG 2016-2040 RTP/SCS and would provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional

destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Table 5.2 provides a consistency analysis with the applicable SCAG 2016-2040 RTP/SCS guiding policies. Based on the consistency analysis, Alternative 1 would be consistent with the SCAG 2016-2040 RTP/SCS and no adverse effects would occur.

Table 5.2. Project Consistency with SCAG 2016-2040 RTP/SCS

Policy	Consistency Analysis
Policy 1: Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Consistent**. The Project is a regional LRT system that would connect southeast LA County with other portions of LA County, serving cities and communities along the Project alignment and jurisdictions directly surrounding the Project alignment. The Build Alternatives are consistent with SCAG's adopted regional Performance Indicators. The Build Alternatives 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; meet the Federal Transportation conformity requirements and State SB 375 per capita GHG reduction targets; and accommodate substantial future employment and population growth. The Paramount and Bellflower MSF site options would support the LRT system and would not directly provide reliable alternative modes of transportation to the region.
Policy 6: The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Consistent**. The Project is a regional LRT system that would connect southeast LA County to other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. Through the development of the Project and use of advanced light rail technologies, the regional transportation system would be improved, and the Project would support SCAG's regional growth policies. The Paramount and Bellflower MSF site options would encourage the LRT system, which is anticipated to result in a reduction of single-occupancy vehicle use.
Policy 7: The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**Consistent**. The Project is anticipated to result in a reduction of single-occupancy vehicle trips as it would provide an LRT system to the LA County region that connects southeast LA County to other portions of LA County and would also connect southeast LA County to other regional and local transit lines, thereby improving air quality in the region. Furthermore, the Project would incorporate all applicable source reduction and control measures, including the South Coast Air Quality Management District Rule 403 – Fugitive Dust Control, and would strive to identify other programs and actions throughout the life of the Project so as to improve air quality. The Paramount and Bellflower MSF site options would support the LRT system, which would improve the regional transportation system, which is anticipated to result in a reduction of single-occupancy vehicle trips and improvements in air quality in the region.

Source: SCAG, 2016; TAHA, 2020.

5.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

5.2.3.1 Local Land Use Plans and Policies

Alternative 1 would traverse through or adjacent to the Cities of Los Angeles and Huntington Park, Vernon, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, as well as the unincorporated Florence-Firestone community of LA County. Table 5.3 through Table 5.21 provide a policy consistency analysis with applicable local land use goals, objectives, and policies of the affected cities. As discussed therein, Alternative 1 would be consistent with the overall goals, objectives, and policies as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries.

Table 5.3. Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Consistency Analysis
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.	**Consistent**. Land use patterns surrounding the Project and its corresponding stations in the City of Los Angeles would be guided by the policies of the City's General Plan. The Project would support opportunities for the development of mixed-use boulevards (such as commercial development and structures that integrate commercial, housing, and/or public service uses) in the City of Los Angeles, particularly around the proposed station areas.
Goal 3K: Transit stations to function as a primary focal point of the City's development.	**Consistent**. Land use patterns surrounding the Project and its corresponding stations in the City of Los Angeles would be guided by the policies of the City's General Plan. The Project would support the City of Los Angeles plans to focus development (including high density development, mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses) around the proposed stations, where appropriate, while protecting and preserving surrounding low-density residential neighborhoods from the encroachment of incompatible land uses. Metro would support the City of Los Angeles plans to incorporate public- and neighborhood-serving uses in structures located in proximity to transit stations.
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 3.15.2: Work with developers and Metro to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.	
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.	

Goal/Objective/Policy	Consistency Analysis
Mobility Plan 2035	
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent**. The Project is a regional LRT line that would provide residents, workers, and visitors located within the vicinity of the Project with affordable, efficient, convenient, and attractive transit services. The Build Alternatives would be following guidance of the MRDC, or equivalent.
Policy 3.5: Support "first-mile, last mile solutions" such as multi-modal transportation services, organizations, and activities in the area around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent**. The Project is a regional transportation LRT line. The Project would connect southeast LA County to other portions of LA County and to other regional and local transit lines, in coordination with Metro's overall First and Last Mile Plan.
Policy 3.6: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro rail, and high-speed rail service.	**Consistent**. Alternative 1 and Design Option 1 would have its northern terminus at LAUS and would continue to promote LAUS as the major regional transportation hub. Design Option 2 would provide a station at Little Tokyo, connecting this community to Union Station. Although Alternatives 2 and 3 do not propose a station at LAUS, the proposed stations are located in areas that would provide transferring opportunities for Metro riders to connect with other Metro lines to LAUS.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent**. The Project is a regional transportation LRT line that would connect southeast LA County to other portions of LA County by providing a reliable, fixed guideway transit service that would increase mobility and connectivity of historically underserved communities. It would improve regional transit access and services to major regional destinations, job centers, and inter-modal facilities.
Policy 4.11: Communicate and partner with SCAG, Metro, and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.	**Consistent**. The Project is a regional transportation LRT line that would connect southeast LA County to other portions of LA County. Metro coordinates with SCAG, affected cities, and local transit operators and will continue to communicate with the affected agencies and jurisdictions to operate a cohesive regional mobility system.

Source: City of Los Angeles, 2001; City of Los Angeles, 2016; TAHA, 2020.

Table 5.4. Project Consistency with the Central City North Community Plan

Goal/Objective	Consistency Analysis
Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	**Consistent**. The Project is a regional LRT line that would provide residents, workers, and visitors within the vicinity of the Project with efficient and convenient transit services. Alternatives 1 and 2 would connect southeast LA County to downtown Los Angles and other regional and local transit lines to improve mobility. The Project would provide an alternative to the automobile and is expected to reduce dependence on single-occupancy vehicles.
Objective 10-1.2: Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.	**Consistent**. The proposed stations would follow guidance of the MRDC, or equivalent, so that the stations are safe, attractive, clearly identifiable, and have user friendly design amenities.
Objective 10-1.3: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population.	**Consistent**. The Project is a regional transportation LRT line. Alternatives 1 and 2 would connect southeast LA County to downtown Los Angeles. It would provide reliable, fixed guideway transit service that would increase mobility and connectivity of historically underserved, transit-dependent, and environmental justice communities. The proposed stations would follow guidance of the MRDC, or equivalent, and would be compliant with the American Disabilities Act (ADA) for accessibility by elderly and disabled persons.
Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles in order to reduce vehicle trips.	**Consistent**. The Project is a regional transportation LRT line that would provide an alternative to the automobile and is expected to reduce dependence on single-occupancy vehicles.

Source: City of Los Angeles, 2000; TAHA 2020.

Table 5.5. Project Consistency with the Central City Community Plan

Goal/Objective/Policy	Consistency Analysis
Objective 11-1: To keep downtown as the focal point of the regional mobility system, accommodating internal access and mobility needs as well.	**Consistent**. The Project is a regional transportation LRT line. Alternatives 1 and 2 would connect southeast LA County to downtown Los Angeles. Alternatives 1 and 2, as well as Design Options 1 and 2, would have its northern terminus in downtown Los Angeles and, thereby, would keep downtown as the focal point of the regional mobility system, accommodating internal access and mobility needs.
Policy 11-1.1: Encourage rail connections and High Occupancy Vehicle lanes that serve the downtown traveler.	**Consistent**. The Project is a regional transportation LRT line. Alternatives 1 and 2 would connect southeast LA County to downtown Los Angeles. Alternatives 1 and 2, as well as Design Options 1 and 2, include stations in downtown Los Angeles and would be located in areas that would allow transit users to transfer to other transit rail lines.
Policy 11-7.11: Transit system capacity must be increased to match increases in future demand for transit usage.	**Consistent**. The Project is a regional transportation LRT line that would increase transit system capacity by expanding available transit options to match increases in future demand for transit usage.
Goal 12: Encourage alternative modes of transportation to the use of single occupant vehicles in order to reduce vehicle trips.	**Consistent**. The Project is a regional transportation LRT line that would provide an alternative to the automobile and is expected to reduce dependence on single-occupancy vehicles.

Source: City of Los Angeles, 2003; TAHA, 2020.

Table 5.6. Project Consistency with the Southeast Los Angeles Community Plan

Goal/Objective/Policy	Consistency Analysis
Policy LU5.3: Encourage mixed-use districts near transit 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 automobile.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations in the Southeast Los Angeles community would be guided by the policies of the Southeast Los Angeles Community Plan. The Project would support the City of Los Angeles' plan to encourage mixed-use districts near transit stations to reduce reliance on automobiles.
Policy LU10.4: Develop strategies to reduce vehicle miles traveled (VMT), including locating commercial uses near transit and reducing distances between commercial, job-creating uses and residential areas.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations in the Southeast Los Angeles community would be guided by the policies of the Southeast Los Angeles Community Plan. The Project would support the City of Los Angeles' plan to locate commercial uses near transit and reducing distances between commercial, job-creating uses and residential areas. Additionally, the Project would provide an alternative to automobile use and would reduce overall vehicle trips and VMT.
Policy LU18.5: Urge the responsible agencies to fund infrastructure improvements that address safety issues, as well as maintenance and beautification of the Metro Blue Line and freight rail corridor along Long Beach Avenue.	**Consistent**. Alternatives 1 and 2 would be situated on an elevated structure along Long Beach Avenue, adjacent to the Metro A (Blue) Line and Wilmington Branch ROW. Alternatives 1 through 3 would have a station adjacent to the existing Metro A (Blue) Line Slauson Station. The proposed Slauson/A Line Station, along with other proposed stations, would follow guidance of the MRDC. The Project would incorporate features that address safety issues associated with the Project alignment.

Goal/Objective/Policy	Consistency Analysis
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. Consult Mobility Hubs Project plans to coordinate improvements especially in the "South Los Angeles Transit Empowerment Zone" Promise Zone.	**Consistent**. The proposed stations would follow guidance of the MRDC, or equivalent, and would be pedestrian-friendly and connect with the surrounding area. The stations would include station canopies, benches, adequate lighting, information kiosks, ticket vending machines and bicycle racks. The Project would support the City of Los Angeles' Mobility Hubs project plans to integrate different modes of transportation that maximize first- and last-mile connectivity.
Policy LU18.18: Support the development of Mobility Hubs at key destinations, especially near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.	**Consistent**. The Project would support the City of Los Angeles Mobility Hubs program to integrate different modes of transportation that maximize first- and last-mile connectivity.
Policy LU18.19: Encourage sustainable mobility options including transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro light rail stations and major transit nodes, especially the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.	**Consistent**. The Project is a regional LRT system that would provide an alternative to single-occupant vehicles for persons who do not have cars or want to use their cars less.
Policy M1.2: Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and the transit-dependent population.	**Consistent**. The Project is a regional LRT system that would provide an alternative to single-occupant vehicles. The Project would enhance the mobility of young people, senior citizens, disabled persons, and transit-dependent population.

Goal/Objective/Policy	Consistency Analysis
Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.	**Consistent**. The Project is a regional LRT system that would facilitate development and public improvements at multi-modal transit nodes or intersections to promote convenient access between new development and the transit system.
Policy M5.3: Support efforts to establish high-speed rail, commuter rail, light rail, or bus rapid transit ways serving the Plan Area.	**Consistent**. The Project is a regional LRT system. Alternatives 1 and 2 would traverse through the Southeast Los Angeles CPA with a station proposed next to the existing Metro A (Blue) Line Slauson Station to serve the residents, employees, and visitors of the Southeast Los Angeles CPA. Although Alternative 3 would not traverse through Southeast Los Angeles CPA, the proposed Slauson/A Line Station would provide transferring opportunities for Metro riders to connect with the Metro A (Blue) Line, which serves the Southeast Los Angeles CPA.
Policy M6.1: Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes, as well as programs to improve transit waiting areas and enhance pedestrian and bike routes connecting to transit areas, Mobility Hubs and other passenger facilities at Metro Expo, Blue, Green, Silver and existing and future Bus Rapid Stations and users of the Slauson Avenue Active Transportation Corridor.	**Consistent**. The Project is a regional LRT system that would improve regional transit service by providing high frequency transit service. The proposed stations would facilitate public transit circulation and would provide transit opportunities to cities and communities along the Project alignment. The proposed Slauson/A Line Station for Alternatives 1, 2, and 3 would be located adjacent to the existing Metro A (Blue) Line Slauson Station and Metro Bus Line 108 Station. All proposed stations would follow guidance of the MRDC, or equivalent, and would be compliant with ADA. Stations would be designed to be accessible and convenient to people walking or bicycling.
Policy M6.2: Improve pedestrian amenities and urban design on streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.	**Consistent**. The proposed stations would follow guidance of the MRDC, or equivalent, so that the station designs are accessible and convenient to people walking or bicycling. Bike racks and lockers and station canopies would be provided at the proposed stations. The stations would be designed so that the stations are safe, attractive, clearly identifiable, and have user friendly design amenities.

Source: City of Los Angeles, 2017; TAHA, 2020.

Table 5.7. Project Consistency with the City of Los Angeles Land Use/Transportation Policy

Objectives	Consistency Analysis
▪ Focus future growth of the City around transit stations; ▪ Increase land use intensity in transit station, areas, where appropriate; ▪ Create a pedestrian oriented environment in the context of an enhanced urban environment; ▪ Accommodate mixed commercial/residential use development; ▪ Provide for greater localized employment; ▪ Provide for a wide variety of housing for a substantial portion of the projected citywide population; and ▪ Protect and preserve existing single-family neighborhoods.	**Consistent**. Alternatives 1, 2, and 3 would support the City of Los Angeles' plans to focus growth, increase land use intensity, and promote TODs (which includes mixed commercial/residential development) around transit stations, where appropriate, while preserving existing single-family neighborhoods. The proposed LRT line would also accommodate future employment and population growth that are projected in the area, and the proposed stations would be designed to be pedestrian friendly. Alternatives 1, 2, and 3 would be consistent with these objectives.

Source: City of Los Angeles, 1993; TAHA, 2020.

Table 5.8. Project Consistency with the Connect US Action Plan

Policies	Consistency Analysis
▪ Policy 2 – Transform the environment to benefit people on foot and people on wheels. ▪ Policy 3 – Provide basic pedestrian and bicycle facilities to allow people to safely walk, bike, and use transit in the study area. ▪ Policy 5 – Improve weak linkages to surrounding neighborhoods. ▪ Policy 7 – Enhance the first-time visitor's experience between Union Station and neighborhood centers of activity, as well as 1st/Central Station. ▪ Policy 10 – Contribute to a more environmentally sustainable Los Angeles	**Consistent**. Alternative 1 north of US-101 would be located within the Alameda District Specific Plan area and Connect US Action Plan area. Metro would coordinate with the City of Los Angeles si that the Project does not preclude future development and improvements within the Alameda District Specific Plan area. Alternative 1 would be consistent with the applicable *Connect US Action Plan* policies as the Project would connect downtown Los Angeles to southeast LA County by providing a reliable, fixed guideway transit service that would increase mobility and connectivity of historically underserved communities. The proposed stations would follow guidance of the MRDC, or equivalent; would be pedestrian and bicycle friendly; and would include safety measures for transit users and bicyclists. Additionally, the Project would contribute to a more environmentally sustainable Los Angeles by providing an alternative to the automobile and is expected to reduce the use of single-occupancy vehicles.

Source: Metro, 2015; TAHA, 2020.

Table 5.9. Project Consistency with the Los Angeles County General Plan 2035

Goal/Policy	Consistency Analysis
Land Use Element	
Policy LU4.4: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations in the unincorporated Florence-Firestone community would be guided by the policies of the County's General Plan. The portion of the proposed Slauson/A Line Station that is within the Florence-Firestone community is located within the Slauson Station TOD, which is an area where the County has created development and design standards, as well as incentives, to facilitate transit-oriented developments. The Project would support LA County's plan to encourage transit-oriented development with appropriate residential density along the alignment and within station areas.
Mobility Element	
Goal M4: An efficient multimodal transportation system that serves the needs of all residents.	**Consistent**. The Project is a regional transportation LRT line that would provide reliable, fixed guideway transit service that would increase mobility and connectivity of all residents in the vicinity of the Project, including residents in historically underserved, transit-dependent, and environmental justice communities.
Policy M4.1: Expand transportation options that reduce automobile dependence.	**Consistent**. The Project is a regional transportation LRT line that would provide an alternative to the automobile and is expected to reduce dependence on single-occupancy vehicles.
Policy M4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.	**Consistent**. The Project is a regional transportation LRT line that would be affordable, timely, cost-effective, and responsive to growth patterns. Metro is engaging in public outreach and considers community input.
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.	**Consistent**. The Project is a regional transportation LRT line that would provide reliable, fixed guideway transit service that would increase mobility and connectivity in historically underserved, transit-dependent, and environmental justice communities.
Policy M4.9: Support the linkage of regional and community-level transportation systems, including multimodal networks.	**Consistent**. The Project is a regional transportation LRT line that would provide connections to local transit lines.

Goal/Policy	Consistency Analysis
Goal M5: Land use planning and transportation management that facilitates the use of transit.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations within the unincorporated Florence-Firestone community would be guided by the policies of the County's General Plan. The portion of the proposed Slauson/A Line Station that is within the Florence-Firestone community is located within the Slauson Station TOD, which is an area where the County has created development and design standards, as well as incentives, to facilitate transit-oriented developments. The Project would support LA County's land use planning and transportation management efforts to facilitate the use of transit.
Policy M5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations within the unincorporated Florence-Firestone community would be guided by the policies of the County's General Plan. The Project would support LA County's efforts to develop transit-oriented land uses along the Project alignment and around the proposed Slauson/A Line Station. The proposed station would be designed to be pedestrian friendly. The Project would be part of a regional LRT system that provide connections to other regional and local transit lines, in coordination with Metro's overall First and Last Mile Plan.
Policy M5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.	**Consistent**. The Project would maintain transportation ROWs for transportation use. The aerial and at-grade portions of the Project would be located within an existing rail ROW or public street rights-of-way.

Source: LA County, 2015; TAHA, 2020.

Table 5.10. Project Consistency with the Florence-Firestone Community Plan

Goal/Policy	Consistency Analysis
Goal R-2: Development of new higher density housing located near transit stations and along major corridors.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations in the unincorporated Florence-Firestone community would be guided by the policies of the Florence-Firestone Community Plan. The Project would support local jurisdiction plans to encourage the development of higher density housing near transit stations and along major corridors.
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 to ensure context-sensitive design.	
Goal CN-1: The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.	**Consistent**. The Project is a regional LRT line that would provide residents, workers, and visitors within the Project vicinity with attractive, comfortable, safe, and efficient transit services. Additionally, the proposed stations would follow guidance of the MRDC, or equivalent, so that the station designs are attractive, comfortable, safe, and efficient.

Goal/Policy	Consistency Analysis
Goal TD-1: Residents can live, work, learn, and recreate in a transit-oriented community.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations in the unincorporated Florence-Firestone community would be guided by the policies of the Florence-Firestone Community Plan. The Project would support LA County's plan to encourage the development of a variety of transit-oriented uses around transit stations to support transit use, encourage active transportation, and revitalized station areas. The Project would also support LA County's plan to promote high density job-generating uses near the proposed Metro A (Blue) Line Slauson Station. The proposed Slauson/A Line Station would be located adjacent to the existing Metro A (Blue) Line Slauson Station. The proposed stations would follow guidance of the MRDC, or equivalent, so that station designs are accessible by walking or bicycling.
Policy TD-1.3: Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.	
Policy TD-2.4: Promote locating high density job-generating uses near the Slauson Metro Blue Line Station with a focus on commercial, light industrial, research and development, and office uses.	
Goal TD-3: Development in TODs supports transit use, encourages active transportation connectivity, and revitalizes station areas.	
Policy TD-3.1: Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers.	
Policy TD-3.2: Design station area development to support active transportation and connectivity to the pedestrian and bicycle networks.	**Consistent**. The stations would follow guidance of the MRDC, or equivalent, so that the stations are accessible by walking or bicycling.
Policy TD 3-5: Support local and regional agencies to improve safety, maintenance, beautification and coordination of services in station areas.	**Consistent**. The stations would follow guidance of the MRDC, or equivalent, so that the stations are safe and attractive, and properly maintained.
Policy TD-3.6: Integrate public art throughout TOD areas, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.	**Consistent**. Public art would be installed at station areas and follow guidance of the MRDC, or equivalent, and Metro Art Program Policy.

Source: LA County, 2019; TAHA, 2020.

Table 5.11. Project Consistency with the City of Huntington Park General Plan

Goal/Policy	Consistency Analysis
Goal 4.0: To support the use of the public transportation system to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.	**Consistent**. The Project is a regional LRT system that would provide public transportation services as an alternative to automobile travel. Alternatives 1, 2, and 3 would provide public transportation services to the residents, employees, and visitors of the City of Huntington Park.
Policy 4.4: Ensure accessibility of elderly and disabled persons to public transportation.	**Consistent**. The proposed stations would be designed per MRDC, or equivalent, and would be compliant with ADA for accessibility by elderly and disabled persons.

Source: City of Huntington Park, 1991; TAHA, 2020.

Table 5.12. Project Consistency with the City of Bell 2030 General Plan

Policy	Consistency Analysis
Mobility and 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, California Department of Transportation (Caltrans), Metro, and EcoRapid Transit.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Bell and other affected cities.

Source: City of Bell, 2018; TAHA, 2020.

Table 5.13. Project Consistency with the City of Cudahy 2040 General Plan

Goal/Policy	Consistency Analysis
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.	**Consistent**. The Florence/Salt Lake and Firestone Stations are both located within 0.5 mile of the City of Cudahy. These proposed stations would serve the residents, visitors, and employees of the City. The proposed stations would follow guidance of the MRDC, or equivalent. Sidewalks and at-grade crossings would be constructed to be ADA compliant to accommodate people with mobility impairment.
Circulation Element	
Goal CE-2: Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements and increased public transit connectivity.	**Consistent**. The Project is a transportation project that would connect southeast LA County to other portions of LA County, serving adjacent cities and communities. The Project would provide reliable, fixed guideway transit service that would improve mobility and increase transit connectivity to areas that have been previously underserved by regional transit. Grade crossings along the alignment would be reconstructed to improve safety for vehicles, bicycles, and pedestrians.
Policy CE-2.4: Increase the visibility and quality of public transit stops throughout Cudahy, making public transit use comfortable, accessible, and practical for users of all ages and abilities.	**Consistent**. Although no stations are proposed within the City of Cudahy, all proposed stations would follow guidance of the MRDC, or equivalent, to improve the quality and visibility of the proposed stations. The proposed stations would be designed to be comfortable, accessible, and practical for users of all ages and abilities.
Policy CE-3: Comprehensive multi-modal transportation routes and facilities that are highly used.	**Consistent**. The Project is a regional LRT system that would travel within the San Pedro Subdivision ROW along the western boundaries of the City of Cudahy and would provide an alternative to automobile. It would improve mobility and increase transit connectivity to areas that have been previously underserved by regional transit.

Goal/Policy	Consistency Analysis
Policy CE-3.1: Continue to encourage, promote, and expand the use of alternative modes of transportation, including carpools, vanpools, bus, light rail services, bicycles, and walking.	**Consistent**. The Project is a regional LRT system that would travel within the San Pedro Subdivision ROW along the western boundaries of the City of Cudahy and would provide an alternative to automobiles. The Florence/Salt Lake Station in the City of Huntington Park and Firestone Station in the City of South Gate are both located within 0.5 mile of the City and would serve residents in the area.
Policy CE-3.3: Encourage the construction and the operation of a regional rail system (Metro Eco-Rapid Transit) and the development of nearby stations in South Gate and Bell.	
Air Quality Element	
Goal AQE-2: Reduced volume of pollutants generated by motorized vehicles.	**Consistent**. The Project is a regional LRT system that would connect southeast LA County to other portions of LA County. The Project would provide an alternative to the automobile. The proposed Florence/Salt Lake and Firestone stations would be located within 0.5 mile of the City of Cudahy and would serve the residents, visitors, and employees of the City that are in proximity of the proposed stations. The Project is expected to reduce automobile use, which would reduce the volume of pollutants generated by motor vehicles.
Policy AQE-2.1: Increase the number of housing units located near jobs and transit stations/stops through mixed-use and transit-oriented development to reduce vehicle trips.	**Consistent**. The Project would support the City of Cudahy's plan to increase the number of housing units located near jobs and transit stations through the use of mixed-use and TODs.
Noise Element	
Policy NE-1.4: Consult with responsible federal and state agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail, and public transportation.	**Consistent**. The Project would provide measures to reduce noise levels at sensitive receptors. See the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h) for a list of noise mitigation measures that would be implemented.

Source: City of Cudahy, 2018; TAHA, 2020.

Table 5.14. Project Consistency with the City of South Gate General Plan 2035

Goal/Objective/Policy	Consistency Analysis
Community Design Element	
Objective CD 1.1, Policy P.5: The City should actively support regional transportation decisions that benefit the City and the region.	**Consistent**. The Project is a regional LRT system that would improve regional transit access to areas that have been previously underserved by regional transit. The Project would provide an alternative to automobile use and would increase the accessibility of a variety of uses, including employment and commercial centers, institutional uses, and recreational facilities.
Objective CD 1.2, Policy P.1: The City will continue to actively pursue projects and activities that promote the image and identity of the City. These projects include, but are not limited to: ▪ A high speed, grade separated, environmentally friendly transit system along the Union Pacific Railroad right-of-way and the "South Gate Station" multi-modal transportation center. ▪ The expanded availability and use of public transportation and bicycle infrastructure to provide mobility within the City and access to neighboring cities and the region.[1]	**Consistent**. The Project is a regional LRT system that would improve transit access in the affected cities and LA County region. The Firestone Station is the proposed "South Gate Station" as identified in the General Plan and would be located approximately 400 feet from Atlantic Avenue. The Gardendale Station would be located across the street from the Hollydale Specific Plan area. The Firestone and Gardendale Stations would expand the availability and use of public transportation to provide mobility between the City residents, visitors, and employees to other nearby jurisdictions along the Project alignment, as well as to other transit lines outside of the City.
Goal CD3: Integrated land use and transportation development that encourages walking, biking, and the use of public transportation.	**Consistent**. The Project would integrate land use patterns adjacent to the Project and around the proposed station areas guided by the General Plan policies of the affected cities. The Firestone Station is located within the City of South Gate and, as with all proposed stations, would provide connectivity with the surrounding communities and increase access to other areas of the community. This increase in connectivity would encourage walking, biking, and the use of public transportation. The Project would also support future plans for transit-oriented development in the City, particularly around the proposed station areas.
Objective CD 3.1: Support transit-oriented development in the City.	
Objective CD 3.1, Policy P.1: The City will encourage the use of transportation modes including walking, bus and rail transit, bicycle and shared-ride vehicles that reduce reliance on private vehicles and reduce overall VMT in the City.	**Consistent**. The Project would provide an alternative to automobile use and would reduce overall vehicle trips and VMT. See Goal CD 3 and Objective CD 3.1.

Goal/Objective/Policy	Consistency Analysis
Objective CD 3.1, Policy P.2: The City will pursue the creation of a transit village at the intersection of Firestone Boulevard and Atlantic Avenue. This transit village should be designed to take maximum advantage of the proposed "South Gate Station" multi-modal facility to be served by the planned high speed, grade separated, environmentally friendly transit on the Union Pacific Railroad right-of-way (ROW) and increased local and regional public bus services. Areas within the future transit village and extending ½ mile walking distance from South Gate Station will be developed with uses and at densities that support a very high level of transit service.	**Consistent**. The Firestone Station is the "South Gate Station" as identified in the General Plan and would be located approximately 400 feet from Atlantic Avenue and would be situated on an aerial structure. The Firestone Station would provide transit services to residents, visitors, and employees of the South Gate community and would complement the development of a transit village as envisioned by the City.
Objective CD 3.1, Policy P.3: The City should consider a bus terminal near the intersection of Atlantic Avenue and Firestone Boulevard.	**Consistent**. The Firestone Station and associated parking facility, in combination with a bus terminal in the area (if developed), would support ridership by improving transit services and access.
Objective CD 3.1, Policy P.4: The City should consider the creation of a transit village in Hollydale between the Imperial Highway and I-105. Areas within ½ mile walk distance of this future transit station will be developed with uses and at densities that support a very high level of transit service.	**Consistent**. The Project would develop the Gardendale Station on the north side of Gardendale Street, just outside the City of South Gate's boundaries, and the I-105/C Line Station. The Gardendale Station would be located across the street from the Hollydale Specific Plan area, and the I-105/C Line Station would be within this Specific Plan area. These two stations would provide opportunities for the City to develop a transit village in the area.
Objective CD 3.1, Policy P.5: Higher intensity residential and commercial development will be encouraged within ¼ mile of existing and potential future high frequency bus transit corridors, especially in areas where two or more high frequency transit lines cross. These areas include the following intersections: Firestone Boulevard and Atlantic Avenue; Firestone Boulevard and California Street; Firestone Boulevard and Long Beach Boulevard; Long Beach Boulevard and Tweedy Boulevard; Tweedy Boulevard and Atlantic Avenue; Firestone Boulevard and Garfield Avenue; and Garfield Avenue and Imperial Boulevard.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations within the City of South Gate would be guided by the policies of the City's General Plan. The Firestone Station would be located approximately 400 feet from Atlantic Avenue and would provide high frequency transit service to residents, visitors, and employees in the surrounding community. The Project would support the City's plan to encourage higher intensity residential and commercial development within 0.25-mile of the proposed station.

Goal/Objective/Policy	Consistency Analysis
Objective CD 3.1, Policy P.6: New buildings on high-frequency transit lines should be designed to orient toward the transit facility and/or the public street. This includes providing safe and direct pedestrian access between the building and the transit stop.	**Consistent**. Land use patterns around and surrounding the proposed alignment and stations would be guided by the policies of the City's General Plan. The stations would follow guidance of the MRDC, or equivalent, to be pedestrian-friendly with safe pedestrian access to the Firestone Station from Atlantic Avenue and to the Gardendale and I-105/C Line Stations from the Hollydale Specific Plan area.
Gateway District Policy P.2: The City will work with regional transit agencies, including Metro, to pursue a multi-modal transportation facility in subarea 2. The multi-modal station should be pursued even if the high-speed, grade separated transit on the Union Pacific Railroad is not constructed.	**Consistent**. The Firestone Station would be located within Gateway District Subarea 2. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate to develop this proposed station.
Mobility Plan Element	
Goal ME2: Provide a multi-modal transportation environment in the City that provides transportation choices.	**Consistent**. The Project would provide an alternative to automobile use and would provide alternative transportation choices to residents, visitors, and employees of the City.
Objective ME 2.2: Improve local and regional transit service.	**Consistent**. The Project is a regional LRT system that would serve communities and jurisdictions that have been underserved by regional transit. The Project would enhance the existing transit infrastructure.
Objective ME 2.2, Policy 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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate. The Project is a regional LRT system that would improve regional transit service in the area that would serve residents, visitors, and employees of the City and surrounding communities. The proposed stations would follow guidance of the MRDC, or equivalent, to be pedestrian friendly and provide safe and direct pedestrian access from nearby residential uses.
Objective ME 2.2, Policy P.2: The City should encourage Metro to enhance regional transit connections in South Gate through additional routes and increased service frequency.	
Objective ME 2.2, Policy 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.	**Consistent**. The Firestone Station and associated parking would be located approximately 400 feet from Atlantic Avenue. Bus stops for three of Metro's bus lines are located at or within walking distance of this station and parking facility.
Objective ME 2.2, Policy 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.	**Consistent**. The Project would be located along the San Pedro Subdivision ROW, which is referred to as the UPRR ROW in the City of South Gate General Plan. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate.

Goal/Objective/Policy	Consistency Analysis
Objective ME 2.2, Policy P.8: The City should actively promote the use of transit within the City.	**Consistent**. Metro would support the City in promoting the use of transit through the development of the Firestone, Gardendale, and I-105/C Line Stations, which are located within or adjacent to the City.
Objective ME 2.3, Policy P.1: In order to support the goals and policies of the General Plan and the Mobility Element, the City should encourage the land use distribution, development siting, and architectural design of new development that promotes safety, pedestrian friendly design, and access to transit facilities.	**Consistent**. See Objective CD 3.1, Policy P.6. The Project would support the City's plan to encourage new development that promotes safety, pedestrian friendly design, and access to transit facilities.
Objective ME 2.3, Policy P.4: The City should require new developments to develop Transportation Demand Management (TDM) programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling, and walking.	**Consistent**. The Project would provide an alternative to automobile use and is anticipated to have an overall reduction in automobile trips.
Objective ME 2.3, Policy 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.	**Consistent**. Parking is proposed at the Firestone Station and would provide 600 parking spaces with vehicular access via Atlantic Avenue. Parking is proposed at the I-105/C Line Station and would provide 326 parking spaces.
Healthy Community Element	
Objective HC 2.3: Improve the transportation system to increase opportunities for physical activity and healthy lifestyles and reduce residents' reliance on cars.	**Consistent**. The Project would provide an alternative to automobile use and would provide alternative transportation choices to residents, visitors, and employees of the City, thus reducing reliance on cars.
Objective HC 2.3, Policy P.1: The City will promote and support transportation decisions that reduce driving and increase rates of transit use, walking and biking, recognizing that local and regional transportation decisions impact the health of South Gate's residents and workers.	
Objective HC 2.3, Policy P.2: The potential positive and negative health impacts of new transportation projects should be considered prior to approval by the City Council.	**Consistent**. The health effects of the Project are discussed in various Impact Analysis Reports prepared for the Project. See the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a), *West Santa Ana Branch Transit Corridor Project Final Hazardous Materials Impact Analysis Report* (Metro 2021g), and *West Santa Ana Branch Transit Corridor Project Noise and Vibration Impact Analysis Report* (Metro 2021h).

Goal/Objective/Policy	Consistency Analysis
Objective HC 2.3, Policy P.3: The City will actively promote the goals, objectives, policies and actions in the Mobility Element that encourage positive health outcomes. These include the following: ▪ Creating a connected, balanced and integrated transportation system. ▪ Improving local transit. ▪ Working with regional transit authorities to improve service and access. ▪ Encouraging walking, biking and transit use. Updating street standards to include, where necessary, sidewalks, bicycle facilities, landscaping, safe crosswalks and other design features that promote walking, biking and transit use.	**Consistent**. The Project is a regional transportation LRT line that would improve regional transit service in the City. The Firestone and Gardendale Stations would follow guidance of the MRDC, or equivalent, to be pedestrian-friendly and accessible. The Firestone Station would be within walking distance to the bus stops of three Metro bus lines near the Firestone Boulevard/Atlantic Avenue intersection. The Gardendale Station would be located across the street from the Hollydale Specific Plan area.
Objective HC 2.3, Policy P.4: The City will promote transit- and pedestrian-oriented development throughout the City.	**Consistent**. See Objective CD 3.1.
Objective HC 7.2, Policy P.1: The City will implement strategies in the Mobility Element that improve air quality through transportation. These include multi-modal transit, reduction of VMT through TDM, and improved bicycle and pedestrian facilities.	**Consistent**. The Project would provide an alternative to the automobile, resulting in a reduction in auto trips and VMT, which would reduce overall air quality emissions. See the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a).
Objective HC 7.2, Policy P.8: The City will promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e. compressed natural gas or liquefied natural gas), or that meet or exceed Super Ultra Low Emissions Vehicle emission standards.	**Consistent**. The Project would be powered by electricity.

Source: City of South Gate, 2009; TAHA, 2020.
Note: [1] Policy P.1 of Objective CD 1.2 lists six other projects. The six projects are not shown because those projects are not related to public transportation.

Table 5.15. Project Consistency with City of South Gate Gateway District Specific Plan

Goal/Policy/Program	Consistency Analysis
Goal 1, Policy 3: Establish a cohesive public realm linking the future LRT Station to bus stops along Firestone Boulevard and Atlantic Avenue; this may include public plazas, transit plazas, pedestrian connections, or other similar public/semi-public spaces.	**Consistent**. The Firestone Station would be located approximately 400 feet from Atlantic Avenue and would provide transit services to residents, visitors, and employees of the community. Bus stops for three of Metro's bus lines are located within walking distance of the Firestone Station.
Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles travelled.	**Consistent**. The Project is a regional LRT that would provide an alternative to automobile use and would reduce overall vehicle trips and 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.	**Consistent**. The Firestone Station is the identified Gateway District LRT Station. The proposed station would provide regional accessibility to residents, visitors, and employees of the City. Grade crossings would be improved with new curb ramps, street markings, and pedestrian and vehicle crossing gates for public safety. While land use patterns around and surrounding the proposed alignment and stations within the City of South Gate would be guided by the policies of the City's General Plan, the Project would promote future development around the Firestone Station area.
Policy 4.4.2.1: Provide adequate parking access.	**Consistent**. Parking would be located adjacent to the proposed Firestone Station and would provide 600 parking spaces with vehicular access via Atlantic Avenue.

Source: City of South Gate, 2017; TAHA, 2020.

Table 5.16. Project Consistency with City of South Gate Hollydale Village Specific Plan

Goal/Policy/Program	Consistency Analysis
Goal 5: Address issues and opportunities related to the future Eco-Rapid Transit Stations.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate. The Gardendale Station would be located across the street from the Hollydale Specific Plan area and the I-105/C Line Station would be located within the Specific Plan area. Both stations would serve the residents, visitors, and employees of this area, as well as the surrounding community.
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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the cities of South Gate and Downey. As part of coordination, the Project would not preempt future development at the Rancho Los Amigos Campus and in the surrounding area. Instead, the Gardendale Station would be designed to provide pedestrian connections and linkages to the property.

Goal/Policy/Program	Consistency Analysis
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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate during the development of the Project. Metro would minimize traffic and parking related to the proposed I-105/C Line Station through traffic calming and parking measures. See *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).
Goal 6: Promote active transportation and reduce vehicle miles traveled.	**Consistent**. The Project is a regional LRT system that would provide an alternative to automobile use and would reduce overall vehicle trips and vehicle miles traveled.
Policy 6.2: Enhance access to transit and the future Metro Eco-Rapid Stations.	**Consistent**. The Project is a regional LRT system that would improve regional transit access to areas that have been previously underserved by regional transit.
Policy 6.3: Provide a connected pedestrian and bicycle network that links together the two planned Eco-Rapid stations, retail and new mixed uses along the corridors, Hollydale Regional Park and Los Angeles River Bike Path and the residential neighborhoods.	**Consistent**. The Project would connect existing and future planned pedestrian and bicycle networks. Metro planning will continue to coordinate efforts with the City.
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.	**Consistent**. The I-105/C Line Station is located within the Hollydale Village Specific Plan area. Parking is proposed at this station to accommodate commuter parking. See *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k).

Source: City of South Gate, 2017; TAHA, 2020.

Table 5.17. Project Consistency with Downey Vision 2025

Goal/Policy/Program	Consistency Analysis
Land Use Element	
Program 1.2.1.1: Promote project designs that reduce dependency on vehicles and promote pedestrian, transit, and alternate modes of travel.	**Consistent**. The Project is a regional LRT line that would be an alternative to automobile travel and would reduce dependency on vehicles.
Program 1.2.1.3: Promote commercial and residential uses in proximity to transit stops to reduce dependency on vehicles.	**Consistent**. Land use patterns surrounding the proposed stations would be guided by the policies of the local government's general plan. The Gardendale Station, located near the southwesterly boundary of the City of Downey, would promote commercial and residential uses in proximity to transit stops and, in turn, reduce dependency on automobiles.
Circulation Element	
Goal 2.2: Promote the use of alternative modes of travel, other than single-occupant vehicles, to relieve traffic congestion.	**Consistent**. The Project is a regional LRT line and would promote an alternative mode of travel. It is expected to reduce automobile VMT and relieve traffic congestion.
Policy 2.2.4: Promote public transit as an attractive alternative to vehicular transportation.	
Program 2.2.4.6: Promote and maintain the appearance, cleanliness, and maintenance of transit stops.	**Consistent**. Station areas would be maintained throughout operational life of the Project.
Program 2.2.4.7: Coordinate and evaluate with Metro and other public transit authorities to assure their planning efforts will meet the changing and increasing public transit needs of the City, especially along Lakewood Boulevard.	**Consistent**. The Project is a regional LRT system that would improve regional transit access to areas that have been previously underserved by regional transit. It would be an alternative to single-occupant vehicles. Metro has provided and continues to provide extensive coordination and public outreach with the City of Downey.
Program 2.4.1.1: Coordinate with Caltrans, Metro, SCAG, Gateway Cities Council of Governments and other agencies to promote multi-modal improvement strategies to improve the regional transportation network.	
Program 2.4.1.5: Support regional efforts to develop high-speed trains and other modes of regional travel other than single-occupant vehicles.	
Noise Element	
Program 6.1.1.3: Continue to work with Metro and other transit agencies towards minimizing noise impacts by discouraging the use of local residential streets as transit routes.	**Consistent**. The Project would travel along the San Pedro Subdivision ROW as it traverses through the City, would be designed per the Metro Rail Design Criteria, and would implement noise reduction measures. See *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h).

Goal/Policy/Program	Consistency Analysis
Design Element	
Program 8.3.1.6: Encourage the enhancement of views along the railroad ROW visible from street rights-of-way.	**Consistent**. The grade crossing along the San Pedro Subdivision ROW in the City would be improved and would include pedestrian-friendly features visible from the Gardendale Street ROW to direct pedestrians to the Gardendale Station.

Source: City of Downey, 2005; TAHA, 2020.

Table 5.18. Project Consistency with the City of Paramount General Plan

Policy	Consistency Analysis
Policy 6: The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.	**Consistent**. The Project is a regional LRT system that would provide alternative transportation services to the residents, employees, and visitors of the City of Paramount. The Paramount/Rosecrans Station is near the northwest corner of the Rosecrans Avenue/Paramount Boulevard intersection and would be located within walking distance of the existing local public transit system, including a Metro local bus stop at the corner of the Rosecrans Avenue/Paramount Boulevard intersection. Metro has provided and continues to provide extensive coordination and public outreach with the City of Paramount. The Paramount MSF site option would support the proposed LRT system, which would expand the availability, use, and access of public transportation in the City and in the neighboring cities through which the proposed alignment would traverse.
Policy 9: The City of Paramount will continue to support the maintenance and expansion of the existing public 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.	**Consistent**. Land use patterns adjacent to and surrounding the proposed alignment and proposed station within the City of Paramount would be guided by the policies of the City's General Plan. The Project would support improvements/developments that promote the use of public transportation.
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 (Metro bus service, Long Beach Transit, Green Line, etc.).	**Consistent**. The Paramount/Rosecrans Station would be located near the northwest corner of the Rosecrans Avenue/Paramount Boulevard intersection and would provide improved pedestrian connectivity with the existing local public transit system, including a Metro local bus stop in the vicinity. The Paramount MSF site option would support the proposed LRT system, which would expand the availability, use, and access of public transportation in the City and in the neighboring cities through which the proposed alignment would traverse. See Policies 6 and 9.

Source: City of Paramount, 2007; TAHA, 2020.

Table 5.19. Project Consistency with the City of Bellflower General Plan: 1995-2010

Goal/Policy	Consistency Analysis
Goal 1: Provide a comprehensive transportation system for the movement of persons and goods with optimum safety, efficiency, and convenience, and with a minimum of delay and cost.	**Consistent**. The Project would traverse along an existing rail ROW in the City, which would minimize delay compared to using the street infrastructure. The Project would provide high frequency transit service that optimizes safety, efficiency, and convenience. The Bellflower MSF site option would support the proposed LRT system.
Policy 1.7: Work with the Southern Pacific Railroad, the Public Utilities Commission, and other responsible agencies to establish grade separations between the diagonal freight rail line and major arterials.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Bellflower, UPRR, Public Utilities Commission, and other responsible agencies. The Project does not propose any grade-separated freight railroad crossings within the City of Bellflower. All crossings for freight rail in the City would be at-grade and would be improved with raised medians, street markings, and crossing gates. However, the Project proposes a grade-separated aerial structure over Flower Street and Woodruff Avenue, which is consistent with this policy.
Goal 3: Provide residents and business occupants in the City of Bellflower with a convenient and viable public transportation system.	**Consistent**. The Project is a regional LRT system that would improve transit access in the City of Bellflower, its neighboring cities, and the LA County region. The Project would expand the availability and use of public transportation for the City residents, visitors, and employees and connections to other nearby cities along the Project, as well as to other transit lines outside of the City. The Bellflower MSF site option would support the proposed regional LRT system.
Policy 3.1: Maintain the current level of transit service provided by the local transit system, and work towards enhancing that system to increase the City's transit mode split.	**Consistent**. The Project would provide a regional LRT system to the residents, visitors and employees of the City. The Bellflower MSF site option would support the proposed regional light rail system.
Policy 3.2: Promote the development of a multi-modal transit center with downtown redevelopment plans.	**Consistent**. The Bellflower Station would be located at the northern end of the City's downtown. It would be designed per MRDC and would be pedestrian-friendly and connect with the surrounding area.
Goal 4: Encourage the use of alternative and/or non-motorized transportation modes including bicycle and pedestrian travel.	**Consistent**. The Project would provide an alternative to automobile use and would provide alternative transportation choices to residents, visitors, and employees of the City. The existing Bellflower Bike Trail would still parallel the Project. The Bellflower MSF site option is part of the LRT infrastructure that would provide an alternative to automobile travel.

Goal/Policy	Consistency Analysis
Policy 4.1: Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.	**Consistent**. The Project would provide an alternative to automobile use, resulting in a reduction in auto trips, VMT, which would reduce congestion, traffic, noise, and air quality impacts related to automobiles. The Bellflower MSF site option is part of the LRT infrastructure that would promote the use of public transit rather than automobiles. See *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021k), *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h), and *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a).

Source: City of Bellflower, 1994; TAHA, 2020

Table 5.20. Project Consistency with the City of Cerritos General Plan

Goal/Policy	Consistency Analysis
Circulation Element	
Policy CIR-6.6: Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.	**Consistent**. The Project would improve regional transit service in the City. No transit stations are proposed within the city limits; however, Pioneer Station is proposed next to the City's boundaries and would provide increased public access to the surrounding communities and cities.
Goal CIR-8: Strive to achieve a public transportation system which serves the needs of the community, is accessible to all, and is a viable alternative to the single-occupant vehicle.	**Consistent**. The Project is a regional LRT system that would be an alternative to single-occupant vehicles. The Project would provide residents, visitors, and employees of the City with greater access to the region. The proposed stations would be designed to be ADA compliant for accessibility by elderly and disabled persons. The proposed stations would follow guidance of the MRDC, or equivalent, to be pedestrian-friendly and accessible.
Policy CIR-8.2: Promote an increase in the use of public transit and para-transit services.	**Consistent**. The Project is a regional LRT system that would improve regional transit service in the City. One station is proposed next to the boundaries of the City. The station would follow guidance of the MRDC, or equivalent, to include pedestrian pathways and pedestrian-friendly amenities to support ridership of the Project.

Source: City of Cerritos, 2004; TAHA, 2020.

Table 5.21. Project Consistency with the City of Artesia General Plan 2030

Goal/Policy	Consistency Analysis
Circulation and Mobility Sub-Element	
Community Policy CIR 4.2: Encourage practices which reduce dependency on single-occupant vehicle trips.	**Consistent**. The Project is a regional LRT system that would provide an alternative to single-occupant vehicles, thereby reducing overall vehicular trips and VMT.
Policy Action CIR 4.2.4: Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, bicycling and TDM plans and programs.	
Community Goal CIR 5: Increased awareness and use of alternate forms of transportation to circulate in the City and to/from surrounding communities.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Artesia, and other responsible agencies during the planning stages of the Project.
Community Policy CIR 5.1: Promote the use of public transit.	**Consistent**. See Policy CIR 4.2 and Goal CIR 5.
Community Goal CIR 6: Coordination and partnerships with surrounding cities and regional agencies provides for an efficient and effective circulation system.	**Consistent**. See Goal CIR 5.
Community Policy CIR 6.3: Continue to foster partnerships with adjoining cities and regional agencies, as well as utility companies and transportation agencies with rights-of-way within the City, in order to facilitate transit opportunities.	**Consistent**. See Goal CIR 5.
Policy Action CIR 6.3.1: Review and participate in planning for future transit hubs to ensure Artesia's interests are represented.	**Consistent**. See Goal CIR 5.
Air Quality and Climate Change Sub-Element	
Policy Action AQ 2.1.1: Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.	**Consistent**. See CIR 4.2.
Policy Action AQ 2.1.6: Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.	**Consistent**. See Goal CIR 5.

Goal/Policy	Consistency Analysis
Policy Action AQ 2.2.3: Increase residential and commercial densities around transit facilities and major corridors.	**Consistent**. Land use patterns adjacent to and surrounding the proposed alignment and stations would be guided by the policies of the local government's general plan. The Pioneer Station would be located at the northeastern end of the area that is designated as South Street Gateway Commercial by the City's General Plan Land Use Element. According to the City's General Plan, the South Street Gateway Commercial area would encourage higher intensity, integrated developments. The Pioneer Station would provide opportunities for this area to be developed with higher residential and commercial densities.
Sustainability Element	
Community Goal SUS 5: Reduce congestion within the city and maximize alternative forms of transportation.	**Consistent**. See Policy CIR 4.2.
Policy Action SUS 5.1.7: Coordinate with regional agencies to provide convenient access to commuter rail and other transit opportunities.	**Consistent**. See Goal CIR 5.

Source: City of Artesia, 2010; TAHA, 2020.

The Alameda District Specific Plan includes regulation controls and incentives that are applicable to development occurring within the LAUS property. All development within the Alameda District Specific Plan would be required to comply with the regulatory controls contained within this specific plan. Alternative 1 would support regulations contained within the Alameda District Specific Plan, support the use of LAUS as a major transit hub for the region, and would support the intent of the Specific Plan to expand mixed-use development and to provide additional employment opportunities in the Specific Plan area. Alternative 1 would not preclude future development and improvements in the Specific Plan area.

The USMP includes three programmatic goals: transit optimization, creating a great destination, and improved connectivity. Alternative 1 would be consistent with these programmatic goals since Alternative 1 would connect downtown Los Angeles to southeast LA County by providing a reliable, fixed guideway transit service that would increase mobility and connectivity of historically underserved communities. It would not preclude future development.

The Florence-Firestone Community Standards District includes regulations that supplement the countywide zoning and subdivision regulations. All development within the Florence-Firestone Community would be required to comply with the regulations contained within this community standards district. Alternative 1 would support the County's regulations for the Florence-Firestone Community Standards District.

The *City of Cudahy 2040 General Plan* Circulation Element provides policies that support and facilitate bicycle travel throughout the city. Policy CE-3.2 is to develop and maintain a comprehensive bicycle and pedestrian network that connects local destinations to

neighborhoods. However, Alternative 1 could potentially preempt future development and implementation of a planned Class I bicycle path within the San Pedro Subdivision ROW along Salt Lake Avenue, identified in the *City of Cudahy 2040 General Plan* Circulation Element. The affected San Pedro Subdivision ROW extends through the Cities of Cudahy, Huntington Park, and Bell and would also affect these cities. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The two proposed LRT tracks and the proposed relocation of the freight tracks within the San Pedro Subdivision ROW could potentially preempt future development and implementation of a Class I bicycle path within the rail ROW along Salt Lake Avenue in the City of Cudahy. The San Pedro Subdivision ROW would not have adequate space to accommodate a planned Class I bicycle path along Salt Lake Avenue. However, there is sufficient space for the city to accommodate a planned Class II or Class III bicycle path along Salt Lake Avenue, parallel to the San Pedro Subdivision ROW. Converting the proposed Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue would keep the bicycle network connected within the city.

Converting the proposed Class I bicycle path would be consistent with the *City of Cudahy 2040 General Plan* Circulation Element's Policy CE-3.2 to develop and maintain a comprehensive bicycle and pedestrian network that connects local destinations to neighborhoods. Metro would continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the *City of Cudahy 2040 General Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative. Alternative 1 would result in an inconsistency with the current local plan and an adverse effect would occur.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, would support preparation of amended language for the general plan demonstrating that planned bicycle facility could still achieve the city's mobility and connectivity goals. However, because the process to amend the general plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 1 related to consistency with the *City of Cudahy 2040 General Plan*.

5.2.3.2 Bicycle Master Plans

City of Los Angeles 2010 Bicycle Master Plan

The City of Los Angeles *2010 Bicycle Master Plan* (City of Los Angeles 2011) includes several goals and objectives related to the overall alternative transportation network in the City of Los Angeles. These include:

- Goal 1 – Increase the number and types of bicyclists who bicycle in the City
- Objective 1.1 – Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles

- Objective 1.2 – Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide
- Objective 1.3 – Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system
- Objective 1.4 – Encourage and facilitate bicycle riding as an important mode of personal transportation, as well as a pleasant source of outdoor exercise
- Goal 2 – Make every street a safe place to ride a bicycle
- Goal 3 – Make the City of Los Angeles a bicycle-friendly community
- Objective 3.3 – Provide a safe and comfortable Class I Bikeway and park experience for all users

Additionally, the City's *2010 Bicycle Master Plan* identifies a future bicycle lane along Long Beach Avenue between Washington Boulevard and Slauson Avenue. Alternative 1 would be consistent with the City's *2010 Bicycle Master Plan* goals and objectives as Metro continues to coordinate with jurisdictions and local agencies so that Alternative 1 does not preempt future development, goals, and plans within each jurisdiction. The proposed stations designed per MRDC, or equivalent, would be pedestrian and bicycle friendly and would integrate safety measures for transit users and bicyclists. North of I-10 freeway, Alternative 1 would be located primarily underground, under street ROWs and properties. South of I-10 freeway, Alternative 1 would be generally within existing rail and street ROWs. Alternative 1 would connect with local transit lines and bicycle facilities. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects would not occur.

Los Angeles County 2012 Bicycle Master Plan

The *County of Los Angeles 2012 Bicycle Master Plan* (LA County 2012) includes several policies related to the overall alternative transportation network in the County and community engagement. Applicable policies include:

- Policy 1.3 – Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations
- Policy 2.2 – Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming
- Policy 2.4 – Evaluate impacts on bicyclists when designing new or reconfiguring streets
- Policy 4.2 – Encourage non-automobile commuting

Alternative 1 would be consistent with the *County of Los Angeles 2012 Bicycle Master Plan* policies as Metro continues to coordinate with jurisdictions and local agencies so that Alternative 1 does not preempt future development, goals, and plans within each jurisdiction. Alternative 1 would be located primarily within the existing rail ROW within the unincorporated Florence-Firestone community, and no bicycle facilities are proposed along the rail ROW within the unincorporated Florence-Firestone community. The Project would improve and provide greater transit opportunities to residents, visitors, and employees of this jurisdiction, as well as the other affected jurisdictions. The station areas would be pedestrian-friendly and would integrate safety measures for transit users and bicyclists. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects would not occur.

City of Huntington Park Bicycle Transportation Master Plan

The *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014) provides objectives and policies that support and facilitate bicycle travel throughout the city. The applicable overall alternative transportation objectives and policies include:

- Policy 1.1 – Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers and promote bicycling to these destinations
- Objective 1.3 – Coordinate with developers to provide bicycle facilities that link to key destinations and encourage increased bicycling
- Objective 2.2 – Encourage the adoption of alternative street standards that improve safety for all users such as lane reconfiguration and traffic calming

Alternative 1 could preempt or obstruct future development and implementation of planned bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014). Similar to the City of Cudahy, the San Pedro Subdivision ROW along Salt Lake Avenue would not have adequate space to accommodate a bicycle path, proposed tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The *City of Huntington Park Bicycle Transportation Master Plan* identifies a planned Class I bicycle path along Randolph Street from the western to the eastern city limits and along Salt Lake Avenue from Bell Avenue to Santa Ana Street. The San Pedro Subdivision ROW along Salt Lake Avenue would not have adequate space to accommodate a planned Class I bicycle path shown in the bicycle master plan. However, the adjacent Salt Lake Avenue would have sufficient space to accommodate a planned Class II or Class III bicycle path parallel to the San Pedro Subdivision ROW. Converting the proposed Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue would keep the bicycle network connected within the city.

Overall, Alternative 1 would be consistent with the applicable *City of Huntington Park Bicycle Transportation Master Plan* objectives and policies. However, Alternative 1 would result in an inconsistency with the current local plan and an adverse effect would occur. Metro would continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the *City of Huntington Park Bicycle Transportation Master Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, would support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 1 related to consistency with the *City of Huntington Park Bicycle Transportation Master Plan*.

City of Vernon Bicycle Master Plan

The *City of Vernon Bicycle Master Plan* (City of Vernon, 2017) provides goals, objectives, and strategies to guide the development and implementation of the City's bicycle network and programming. The goals, objectives, and strategies direct the way public improvements are made, where resources are allocated, and how programs are operated. The applicable objectives and strategies include:

- Objective 1.A: Plan, design, construct and manage a comprehensive transportation network that integrates all modes of transportation.
- Strategy 1.A.1: Add bicycle facilities where there is available right-of-way as part of upgrades or resurfacing of existing roadways.
- Strategy 1.A.2: Coordinate with Metro and other regional rail providers to establish appropriate designs for existing and future transit stops and station accessways.
- Strategy 1.B.5: Work with transit agencies to promote first and last mile connections to transit stops.
- Objective 4.C: Facilitate non-motorized travel to transit stations and stops.
- Strategy 4.C.1: Coordinate with Metro, California Department of Transportation (Caltrans) and the Gateway Cities Council of Governments to encourage bicycle and transit use.

The *City of Vernon Bicycle Master Plan* does not propose any new bikeways in the city. However, it identifies regional planning efforts that have proposed bikeways within the city. The *City of Vernon Bicycle Master Plan* identifies a potential bikeway along Randolph Street, which is proposed under the Metro Active Transportation Rail to River Corridor project. The bikeway along Randolph Street is one of several bike path alternatives proposed by the Metro Active Transportation Rail to River Corridor project, of which only one bike path would be selected. Alternative 1 would be consistent with the applicable *City of Vernon Bicycle Master Plan* objectives and strategies as Metro continues to coordinate with jurisdictions and local agencies, so Alternative 1 does not preempt future development, goals, and plans within each jurisdiction. The Project would be located primarily within the existing La Habra Branch ROW in the City of Huntington Park, adjacent to the City of Vernon southern boundary. Alternative 1 would connect with local transit lines and bicycle facilities. Alternative 1 would integrate safety measures for transit users and bicyclists. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects would not occur.

City of Bell Bicycle Master Plan

The *City of Bell Bicycle Master Plan* (City of Bell 2016) provides programs and policy recommendations based on four criteria: education, encouragement, enforcement, and evaluation. Additionally, the Bicycle Master Plan recommends a Class I bikeway along Salt Lake Avenue between Gage Avenue and Florence Avenue on the east side of the street within the curb or adjacent to the railroad. Alternative 1 could preempt or obstruct future development and implementation of a planned bike path identified in the *City of Bell Bicycle Master Plan*. Similar to the Cities of Cudahy and Huntington Park, the San Pedro Subdivision ROW along Salt Lake Avenue would not have adequate space to accommodate a bicycle path, proposed tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The two proposed LRT tracks and the proposed relocation of the freight tracks within the San

Pedro Subdivision ROW could potentially preempt future development and implementation of a Class I bicycle path along Salt Lake Avenue in the city. However, there is sufficient space for the city to develop a Class II or Class III bicycle path along Salt Lake Avenue, parallel to the San Pedro Subdivision ROW. Converting the planned Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue would keep the bicycle network connected within the city.

Overall, Alternative 1 would be consistent with the *City of Bell Bicycle Master Plan*. However, Alternative 1 would result in an inconsistency with the current local plan and an adverse effect would occur. Metro would continue extensive coordination with the city to minimize potential adverse effects to the future implementation of the *Bicycle Master Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, would support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 1 related to consistency with the *City of Bell Bicycle Master Plan*.

City of South Gate Bicycle Transportation Plan

The *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012) includes several goals and policies related to the overall alternative transportation network in the City. These include:

- Goal 1 – Create an environment where people of all ages can circulate safely and easily on a bicycle.
- Policy 3 – The City will take steps to enhance bicycle safety.
- Policy 6 – The City will ensure that new development is bikeable, walkable, and barrier-free.

Alternative 1 could preempt or obstruct future development and implementation of a planned bike path identified in the *City of South Gate Bicycle Transportation Plan*. The San Pedro Subdivision ROW between Ardmore Avenue and Century Boulevard would not have adequate space to accommodate a bicycle path, proposed tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate). The *City of South Gate Bicycle Transportation Plan* identifies a planned bi-directional Class I bicycle path within the San Pedro Subdivision ROW between Ardmore Avenue and Century Boulevard. The two proposed LRT tracks proposed and the relocation of the freight tracks within The San Pedro Subdivision ROW would not have adequate space to accommodate the two proposed LRT tracks, relocation of the freight tracks, and a planned Class I bicycle path north of Rayo Avenue and south of LA River. However, there would be sufficient space along

Salt Lake Avenue for the City to accommodate a planned Class II or Class III bicycle path along the street.

Overall, Alternative 1 would be consistent with the applicable *City of South Gate Bicycle Transportation Plan* objectives and policies. However, Alternative 1 would result in an inconsistency with the current local plan and an adverse effect would occur. Metro would continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the *City of South Gate Bicycle Transportation Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, would support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 1 related to consistency with the *City of South Gate Bicycle Transportation Plan*.

City of Downey Bicycle Master Plan

The primary goals of the *City of Downey Bicycle Master Plan* (City of Downey 2015), approved in July 2015, are to provide a safe, efficient, and connected network of bicycle facilities that residents and stakeholders can enjoy for a variety of purposes. The bicycle master plan proposes a Class II bikeway along Gardendale Street and a Class II bikeway that connects the Old River School Road at Imperial Highway to the San Pedro Subdivision ROW at Gardendale Street, which is where the proposed Gardendale Station would be located. The Project alignment and components would be consistent with the applicable *City of Downey Bicycle Master Plan* goals as Metro continues to coordinate with jurisdictions and local agencies so that Alternative 1does not preempt future development, goals, and plans within each jurisdiction. Alternative 1 would be located primarily within the existing San Pedro Subdivision ROW in the City of Downey and would connect with local transit lines and bicycle facilities. Alternative 1 would improve and provide greater transit opportunities to residents, visitors, and employees in the City of Downey. The station areas, including the Gardendale Station, would be pedestrian-friendly and would implement safety measures for transit users and bicyclists. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects would not occur.

Bellflower-Paramount Active Transportation Plan

The *Bellflower-Paramount Active Transportation Plan* (ATP) (Cities of Bellflower and Paramount 2019) provides planning guidance to increase safety for roadway users and identifies improvements that make multi-modal transportation safe in the cities of Bellflower and Paramount. The ATP identifies the networks of walkways and bikeways to connect neighborhoods to designations, safe routes to school improvements, and end-of-trip facilities in the cities of Bellflower and Paramount. This includes connecting the PEROW with the San Gabriel River and Los Angeles River Bicycle Trails. The ATP also includes a list of prioritized city-wide projects and recommended policies that support active transportation infrastructure

and programs. The ATP supersedes the *Bellflower-Paramount Bike and Trail Master Plan*, which served as a foundation for the development of this ATP.

The ATP evaluated the existing roadway conditions, demographics, land use, and potential right-of-way opportunities in Bellflower, Paramount, and the adjacent region to understand the roadway network and development and recommend pedestrian and bicycle projects for the two cities. The ATP includes the Paramount Bike Trail extending from the LA River to Lakewood Boulevard that provides an enhanced east-west connection for residents to access Paramount Park, Paramount Park Middle School, Paramount High School, nearby commercial, places of worship, WSAB transit stop, LA River Bike Trail and the Bellflower Bike Trail. The ATP also includes the Bellflower Bike Trail.

Alternative 1 would be located entirely within the PEROW, adjacent to the Paramount Bike Trail and Bellflower Bike Trail located parallel along and partially within the PEROW. As discussed in Section 5.2.1.3, with implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) to maintain connectivity with the bike trails, changes to the Paramount Bike Trail and Bellflower Bike Trail would not physically divide the community, affect the character of the existing bike trails, and would not result in inconsistencies with the *Bellflower-Paramount Active Transportation Plan*. Therefore, no adverse effect would occur.

5.2.3.3 Future Planning and Projects in the Project Vicinity

As previously discussed in Section 3.5, several major transportation and alternative transportation plans and projects, including bicycle plans, regional- transportation plans, and city-funded and Metro-funded TOD plans are currently being studied in several jurisdictions. Metro continues to coordinate with the jurisdictions and local agencies so that Alternative 1 would be consistent with the overall goals and missions of such plans and projects. No adverse effects are anticipated.

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

5.3.1 Land Use Compatibility

5.3.1.1 Underground Alignment

Alternative 2 would be located primarily underground north of the 14th Street/Long Beach Avenue intersection. Land use in this area is characterized as highly urbanized and developed. As Alternative 2 would be primarily underground north of the 14th Street/Long Beach Avenue intersection, Alternative 2 would not change or impair the function of the surrounding uses or physically divide an established community. Therefore, no adverse effects regarding land use compatibility would occur.

Parking

Alternative 2 would remove several on-street parking spaces along Alameda Street between Bay Street and Newton Street. Several off-street parking spaces may also be removed, such as at a surface parking lot at the northeast corner of 8th Street/Figueroa Street and at the industrial properties on Alameda Street south of 7th Street. The removal of on- and off-street parking spaces may result in an increased demand for on-street parking that could affect parking in the surrounding streets. However, the removal/relocation of parking spaces is not anticipated to change or impair the function of the surrounding land uses, and access to the surrounding uses would remain. Therefore, no adverse effects regarding land use compatibility would occur.

Stations

Alternative 2 proposes three underground stations (7th Street/Metro Center, South Park/Fashion District, and Arts/Industrial District) that would include at-grade station entrances designed and integrated with the surrounding uses so as not to change or impair the function of the surrounding uses. The proposed stations are anticipated to become important junctions for residents, employees, and visitors from neighboring communities and the region leading to future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. Additionally, the proposed station entrances are not expected to introduce any physical barriers, would not physically divide an established community, and access to the surrounding community would remain available. Therefore, no adverse effects regarding land use compatibility would occur.

Summary

The underground alignment, including the at-grade station entrances and parking removal/relocation, would not conflict with surrounding uses and would not physically divide an established community. The underground alignment would be part of a transit system that serves the residents, visitors, and employees of the surrounding communities and cities. Therefore, the proposed underground portions of Alternative 2 would be compatible with the surrounding land uses, and no adverse effects regarding land use compatibility would occur.

5.3.1.2 Aerial and At-Grade Alignments

Alternative 2 aerial and at-grade components and alignment activities would not conflict with or impede the use of the surrounding land uses; change the function of the public street and rail ROWs as transportation corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; create new land use incompatibilities in the Affected Area; or physically divide an established community (see Section 5.2.1.2 and Section 5.2.1.3). Similar to Alternative 1, Alternative 2 would provide a transit system to serve the residents, visitors, and employees of the surrounding community and cities. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be effective to demonstrate that modifications to the bicycle facilities would maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. Therefore, no adverse effects regarding land use compatibility would occur.

5.3.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Alternative 2 would be consistent with SCAG 2016-2040 RTP/SCS policies and would provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion (see Table 5.2). Alternative 2 is approximately the same length as Alternative 1 and, as a result, would have the similar level of benefit as Alternative 1 with regards to overall reduction in congestion, demand for single-occupancy vehicles, and air pollution. No adverse effects would occur.

5.3.3 Consistency with Local Land Use Plans, Policies, and Regulations

5.3.3.1 Local Land Use Plans and Policies

Alternative 2 would travel through the same local jurisdictions as Alternative 1. Local land use plans, policies and regulations applicable to Alternative 2 include the general plans of the cities of Los Angeles (including the Central City North Community Plan, Central City Community Plan, and Southeast Los Angeles Community Plan), Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia; *Los Angeles County General Plan 2035* (including the Florence-Firestone Community Plan); *City of Los Angeles Land Use/Transportation Policy*; Florence-Firestone Community Standards District; *City of South Gate Gateway District Specific Plan*; and *City of South Gate Hollydale Village Specific Plan*. The Alameda District Specific Plan, USMP, and *Connect US Action Plan* are not applicable to Alternative 2 as this alternative does not travel through or adjacent to LAUS.

Similar to Alternative 1, Alternative 2 would be generally consistent with the same applicable goals, objectives, and policies related to alternative transportation, public transportation, and future growth in transit identified in the general plans, community plans, specific plans, and master plans of the affected jurisdictions (see Section 5.2.1.3 and Table 5.3 through Table 5.21). However, Alternative 2 could potentially preempt future development and implementation of a planned Class I bicycle path along Salt Lake Avenue in the City of Cudahy, as identified in *City of Cudahy 2040 General Plan*. While planned, the bike facilities are unfunded and not scheduled for implementation in local capital improvement budgets/programs. Therefore, the bike facility is remote and speculative. Similar to Alternative 1, with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, even with the implementation of mitigation, Alternative 2 may preempt future development and implementation of a planned bicycle path and an adverse effect would occur.

5.3.3.2 Bicycle Master Plans

Alternative 2 would connect with local transit lines and bicycle facilities; integrate safety measures for transit users and bicyclists; improve and provide greater transit opportunities to residents, visitors, and employees; and connect with local transit lines and bicycle facilities. Additionally, the station areas would be designed to be pedestrian and bicycle friendly.

Realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to existing bike facilities. Mitigation Measure LU-1 (Consistency with Bike Plans) would be implemented to maintain connectivity. Similar to Alternative 1, Alternative 2 could preempt future development and implementation of the planned Class 1 bicycle path along Salt Lake Avenue and the Class I bicycle path north of Rayo Avenue and south of the Los Angeles River, identified in the *City of Huntington Park Bicycle Transportation Master Plan, South Gate Bicycle Transportation Plan,* and the *City of Bell Bicycle Master Plan*. While planned, the bike facilities are unfunded and not scheduled for implementation in local capital improvement budgets/programs. However, Alternative 2 would result in an inconsistency with the current local plans and an adverse effect would occur.

Similar to Alternative 1, with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. As part of this effort, Metro, as appropriate, would support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 2 related to consistency with local land use plans.

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

5.4.1 Land Use Compatibility

5.4.1.1 Underground Alignment

Alternative 3 does not include an underground alignment.

5.4.1.2 Aerial and At-Grade Alignments

Alternative 3 would include the same aerial and at-grade stations and structures, and effects from the alignment, as those described for Alternatives 1 and 2, with these effects beginning at the trail tracks for the Slauson/A Line Station, located just north of Slauson Avenue in the Florence-Firestone community of unincorporated LA County at 55th Street in the City of Los Angeles. This is a shorter segment of aerial alignment than Alternatives 1 and 2, where the northernmost aerial began at 14th Street/Long Beach Avenue. The aerial alignment for Alternative 3 does not involve any street closures. Similar to Alternatives 1 and 2, the proposed aerial and at-grade components and alignment activities would not conflict with or impede the use of the surrounding land uses; change the function of the public street and rail ROWs as transportation corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; create new land use incompatibilities in the Affected Area; or physically divide an established community (see Section 5.2.1.2 and Section 5.2.1.3). Similarly, Alternative 3 would provide a transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, the impact conclusions for Alternatives 1 and 2 are applicable to Alternative 3. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be effective to demonstrate that modifications to the bicycle facilities would maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail, and no adverse effects regarding land use compatibility would occur.

5.4.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Alternative 3 would be consistent with SCAG 2016-2040 RTP/SCS policies and would provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion (see Table 5.2). Since Alternative 3 is a shorter alignment than Alternatives 1 and 2, Alternative 3 would have a lesser benefit to the region in reaching the applicable goals and policies of the SCAG 2016-2040 RTP/SCS. Nevertheless, as Alternative 3 would be consistent with and support applicable SCAG 2016-2040 RTP/SCS policies, no adverse effects would occur.

5.4.3 Consistency with Local Land Use Plans, Policies, and Regulations

5.4.3.1 Local Land Use Plans and Policies

Alternative 3 would have a shorter alignment and would travel through or adjacent to the cities of Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. Local land use plans, policies and regulations applicable to Alternative 3 include those cities above in addition to the *City of Los Angeles Southeast Los Angeles Community Plan* and LA County *Florence-Firestone Community Plan*, *City of Los Angeles Land Use/Transportation Policy, Florence-Firestone Community Standards District; City of South Gate Gateway District Specific Plan, and City of South Gate Hollydale Village Specific Plan*. The *Central City Community Plan, Central City North Community Plan, Alameda District Specific Plan*, USMP, and *Connect US Action Plan* are not applicable to Alternative 3 as this alternative does not travel through or adjacent to the Central City and Central City North Community Plan areas and LAUS.

Similar to Alternatives 1 and 2, Alternative 3 would be generally consistent with the same applicable goals, objectives, and policies related to alternative transportation, public transportation, and future growth in transit identified in the general plans, community plans, specific plans, and master plans of the affected jurisdictions (see Section 5.2.1.3, Table 5.6, and Table 5.7 through Table 5.21). However, Alternative 3 could potentially preempt future development and implementation of a Class I bicycle path along Salt Lake Avenue in the City of Cudahy, as identified in *City of Cudahy 2040 General Plan*. While planned, the bike facilities are unfunded and not scheduled for implementation in local capital improvement budgets/programs. Similar to Alternatives 1 and 2, with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, even with the implementation of mitigation, Alternative 3 may preempt future development and implementation of a planned bicycle path and an adverse effect would occur.

5.4.3.2 Bicycle Master Plans

Alternative 3 would connect with local transit lines and bicycle facilities; integrate safety measures for transit users and bicyclists; improve and provide greater transit opportunities to residents, visitors, and employees; and connect with local transit lines and bicycle facilities. Additionally, the station areas would be designed to be pedestrian and bicycle friendly.

Realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to existing bike facilities. Mitigation Measure LU-1 (Consistency with Bike Plans) would be implemented to maintain connectivity. Similar to Alternatives 1 and 2, Alternative 3 could preempt future development and implementation of the planned Class 1 bicycle path along Salt Lake Avenue and the Class I bicycle path north of Rayo Avenue and south of the Los Angeles River, identified in the *City of Huntington Park Bicycle Transportation Master Plan, South Gate Bicycle Transportation Plan,* and the *City of Bell Bicycle Master Plan*. While planned, the bike facilities are unfunded and not scheduled for implementation in local capital improvement budgets/programs. However, Alternative 3 would result in an inconsistency with the current local plans and an adverse effect would occur.

Similar to Alternatives 1 and 2, with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. As part of this effort, Metro, as appropriate, would support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 3 related to consistency with local land use plans.

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

5.5.1 Land Use Compatibility

5.5.1.1 Underground Alignment

Alternative 4 does not include an underground alignment.

5.5.1.2 Aerial and At-Grade Alignments

Alternative 4 would have fewer aerial structures and at-grade segments than Alternatives 1, 2, and 3 and thus, would have fewer effects. Alternative 4 would include the same aerial and at-grade components and alignment activities (i.e., freight track relocation, barriers, street closures/turning restrictions, property acquisitions, pedestrian bridges, parking facilities, stations, property acquisitions, TPSS, bicycle trail realignment, and/or bus stop relocation) as Alternatives 1, 2, and 3 beginning at Main Street in the City of South Gate.

Similar to Alternatives 1, 2, and 3, the proposed Alternative 4 aerial and at-grade components and alignment activities would not conflict with or impede the use of the surrounding land uses; change the function of the public street and rail ROWs as transportation corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; create new land use incompatibilities in the Affected Area; or physically divide an established community (see Section 5.2.1.2). Similarly, Alternative 4 would provide a transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, no adverse effects regarding land use compatibility would occur.

5.5.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Similar to Alternatives 1, 2, and 3, Alternative 4 would be consistent with SCAG 2016-2040 RTP/SCS policies and would provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion (see Table 5.2). Since Alternative 4 is a shorter alignment than Alternatives 1, 2, and 3, Alternative 4 would have a lesser benefit to the region in reaching the applicable policies of the SCAG 2016-2040 RTP/SCS. Nevertheless, as Alternative 4 would be consistent with and support applicable SCAG 2016-2040 RTP/SCS policies, no adverse effects would occur.

5.5.3 Consistency with Local Land Use Plans, Policies, and Regulations

5.5.3.1 Local Land Use Plans and Policies

Alternative 4 would have a shorter alignment and would travel through or adjacent to the cities of South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. Local land use plans, policies, and regulations applicable to Alternative 4 include the general plans of these cities and the City of South Gate *Hollydale Village Specific Plan*. The general plans of the City of Los Angeles General Plan (including the *Central City Community Plan*, *Central City North Community Plan*, and *Southeast Los Angeles Community Plan*), LA County, Huntington Park, Bell, and Cudahy; *Alameda District Specific Plan*, USMP, *Connect US Action Plan*, City of Los Angeles *Land Use/Transportation Policy*, Florence-Firestone Community Standards District, and City of South Gate *Gateway District Specific Plan* are not applicable to Alternative 4 as this alternative does not travel through or adjacent to the areas associated with these land use plans and policies.

Similar to Alternatives 1, 2, and 3, Alternative 4 would be generally consistent with the same applicable goals, objectives, and policies related to alternative transportation, public transportation, and future growth in transit identified in the general plans, community plans, specific plans, and master plans of the affected jurisdictions (see Section 5.2.1.3, Table 5.14, and Table 5.16 through Table 5.21). Therefore, no adverse effects related to local land use plans and policies would occur.

5.5.3.2 Bicycle Master Plans

Alternative 4 would connect with local transit lines and bicycle facilities; integrate safety measures for transit users and bicyclists; improve and provide greater transit opportunities to residents, visitors, and employees; and connect with local transit lines and bicycle facilities. Additionally, the station areas would be designed to be pedestrian and bicycle friendly.

Realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to existing bike facilities. Mitigation Measure LU-1 (Consistency with Bike Plans) would be implemented to maintain connectivity. Similar to Alternatives 1, 2, and 3, Alternative 4 could preempt future development and implementation of the planned Class 1 bicycle path along Salt Lake Avenue and the Class I bicycle path north of Rayo Avenue and south of the Los Angeles River, identified in the *City of Bell Bicycle Master Plan* and *City of South Gate Bicycle Transportation Plan*. While planned, the bike facilities are unfunded and not scheduled for implementation in local capital improvement budgets/programs. However, Alternative 4 would result in an inconsistency with the current local plans and an adverse effect would occur.

Similar to Alternatives 1, 2, and 3, with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. As part of this effort, Metro, as appropriate, would support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for Alternative 4 related to consistency with local land use plans.

5.6 Design Options

5.6.1 Design Option 1

5.6.1.1 Land Use Compatibility

Design Option 1 would place a transit station underground behind the existing MWD building, below the baggage area parking facility between LAUS building and the LAUS train terminals. Between LAUS and 1st Street, Design Option 1 would traverse underground, below street ROWs, public facilities, and industrial uses and would not change or impair the function of these uses. The at-grade station entrance would be integrated into LAUS and would be compatible with its use as a major transit station. Design Option 1 would not introduce any barriers that would divide an established community. Therefore, no adverse effects associated with land use compatibility would occur for this design option.

5.6.1.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Design Option 1 would be consistent with applicable SCAG 2016-2040 RTP/SCS policies and would provide jurisdictions the opportunities to develop compact communities around a public transit system. Design Option 1 would be an alternative to automobile travel, provide residents, visitors, and employees within the vicinity of the Project access to regional destinations and employment areas, and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse effects would occur.

5.6.1.3 Consistency with Local Land Use Plans, Policies, and Regulations

Design Option 1 would be within the Central City North CPA of the City of Los Angeles. This design option would be consistent with applicable land use plans and policies, including the *City of Los Angeles General Plan*, *Central City North Community Plan*, *Connect US Action Plan*, *Alameda District Specific Plan*, *USMP*, and *City of Los Angeles Bicycle Master Plan*. Design Option 1 would provide high frequency transit service to residents, visitors and employees of the community and would promote increase use of public transit. The proposed station at LAUS would follow the guidance of the MRDC, or equivalent, so that the proposed station is convenient, attractive, safe, clearly identifiable, and have user-friendly design amenities. Additionally, it would not preempt future implementation of planned bicycle paths in the City of Los Angeles. Therefore, Design Option 1 would be consistent with applicable land use plans and policies of the City of Los Angeles and LAUS, and no adverse effect would occur.

5.6.2 Design Option 2

5.6.2.1 Land Use Compatibility

Design Option 2 would place a transit station underground on Alameda Street between 2nd Street and Traction Avenue. The Little Tokyo Station would be underground below the Alameda Street ROW. Although the proposed station entrances would be at-grade, the entrances would not change or impair the function of the street or its adjacent commercial, residential, and public facility uses. The addition of the Little Tokyo Station would provide a direct connection to the Regional Connector Station in the Little Tokyo community. Design Option 2 would not introduce any physical barriers that would divide an established community. Therefore, no adverse effects associated with land use compatibility would occur.

5.6.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Design Option 2 would be consistent with the SCAG 2016-2040 RTP/SCS and would provide jurisdictions the opportunities to develop compact communities around a public transit system. Design Option 2 would be an alternative to automobile travel, provide residents, visitors, and employees within the vicinity of the Project access to regional destinations and employment areas, and would reduce overall air quality emissions and traffic congestion. Therefore, Design Option 2 would be consistent with the SCAG 2016-2040 RTP/SCS, and no adverse effects would occur.

5.6.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

Design Option 2 would be located along the boundaries between the Central City North and Central City CPA of the City of Los Angeles. This design option would be consistent with applicable land use plans and policies, including the *City of Los Angeles General Plan*, *Central City North Community Plan*, and *City of Los Angeles Bicycle Master Plan*. Design Option 2 would provide direct connection to the Regional Connector Station in the Little Tokyo community. With the addition of the Little Tokyo Station, high frequency transit service would be provided to residents, visitors and employees of the Little Tokyo community and the use of public transit would increase on the WSAB and Regional Connector. Design Option 2 would provide high frequency transit service to residents, visitors and employees of the community and would promote increase use of public transit. The proposed station would follow guidance of the MRDC, or equivalent, so that the proposed station is convenient, attractive, safe, clearly identifiable, and have user-friendly design amenities. Additionally, Design Option 2 would not preempt future implementation of planned bike paths in the City of Los Angeles. Therefore, Design Option 2 would be consistent with applicable land use plans and policies of the City of Los Angeles, and no adverse effect would occur.

5.7 Maintenance and Storage Facility

5.7.1 Paramount MSF Site Option

5.7.1.1 Land Use Compatibility

The Paramount MSF site option would be located on a site in the Clearwater East Area Plan in the City of Paramount, which promotes office, commercial, and light industrial uses with heavy industrial uses encouraged in the interior of the area adjacent to the existing rail ROW. The MSF site option is currently used for the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking, and industrial purposes. The site is bounded by commercial uses, Bianchi Theatre, and surface parking lots to the north on All American City Way; additional parking for the Paramount Swap Meet, Our Lady of the Rosary Church and School, and commercial uses to the immediate east; a park and educational facilities further to the east along Paramount Boulevard; a surface parking lot and commercial uses to the immediate south; and All American City Way and the San Pedro Subdivision ROW to the west. Industrial uses are also located west of the rail ROW. Active freight is located within the San Pedro Subdivision ROW and PEROW.

The Paramount MSF site option would follow guidance of the MRDC, or equivalent, and would include barriers around the perimeter of the site to minimize potential adverse effects to surrounding land uses and all functions would be located within the facility. Although the MSF site option may potentially close All America City Way along the west side of the site and install security barriers along the perimeter, the MSF site option, including the lead

tracks, would not involve any roadway/intersection closures or turning restrictions that would restrict access to residential neighborhoods or community assets. The lead tracks for the MSF site option would be located within the San Pedro Subdivision ROW and would parallel the existing freight rail within the rail ROW. Thus, no residential properties or community assets would be isolated.

The Paramount MSF site option, including the lead tracks, would not conflict with the surrounding land uses, physically divide an established community, or change or impair the function of the surrounding land uses. The MSF site option would not create any new land use incompatibilities in the surrounding area. Although Metro transportation projects are not required to adhere to local land use regulations, Metro would comply with local policies and regulations regarding off-site improvements. Therefore, no adverse effects related to land use would occur.

5.7.1.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The Paramount MSF site option in the City of Paramount would be an integral part of the Project's infrastructure and would support the maintenance, storage, and operations of the proposed LRT system. As discussed in Table 5.2, Paramount MSF site option would be consistent with SCAG 2016-2040 RTP/SCS regional growth policies (see Table 5.2). The MSF site option would support the maintenance, storage, and operations of the proposed LRT system, which would improve the regional transportation system, and support SCAG mobility goals by providing a reliable, alternative mode of transportation to the region. Therefore, no adverse effects would occur.

5.7.1.3 Consistency with Local Land Use Plans, Policies, and Regulations

As discussed in Table 5.18, the Paramount MSF site option would be generally consistent with applicable goals and policies of the City of Paramount General Plan. The MSF site option would part of the infrastructure for the Project and would support the proposed LRT system. As such, this MSF site option would support the expansion, availability, and use of public transportation in the cities and neighboring cities through which the proposed alignment would traverse. Therefore, no adverse effects would occur.

5.7.2 Bellflower MSF Site Option

5.7.2.1 Land Use Compatibility

The Bellflower MSF site option would be located on a site currently designated as an open space/recreational use and is currently leased from the City of Bellflower to a private party. The site is currently operating as a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX). The MSF site option is bounded by Somerset Boulevard to the north and multi-family residential uses north of Somerset Boulevard, single family residential uses to the east, a dog park at the southeasterly corner, the San Pedro Subdivision ROW and Bellflower Bike Trail to the south, and a mobile home community and industrial uses to the west.

The existing walls and fencing along the perimeter of the MSF site option are likely to remain with implementation of the MSF site option. If these barriers are removed, other types of security barriers would be installed along the perimeter of the site under the guidance of the MRDC, or equivalent, and would not physically divide the surrounding community. As all functions of the MSF would be located within the facility and the lead tracks would be located

within the PEROW, the Bellflower MSF site option would not conflict with and would not change or impair the function of the surrounding land uses. Although Metro transportation projects are not required to adhere to local land use regulations, Metro would comply with local policies and regulations regarding off-site improvements.

The Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue is located within the PEROW and south of the proposed Bellflower MSF site option. This segment of the PEROW may not have sufficient room to accommodate the MSF site option lead tracks, LRT tracks, and operate the Bellflower Bike Trail safely. This may require a realignment in this segment of the Bellflower Bike Trail to maintain connectivity with the Paramount Bike Trail west of Lakewood Boulevard and the other segments of the Bellflower Bike Trail. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be effective to demonstrate that modifications to the bicycle facilities would maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. Thus, as all functions of the MSF would be located within the facility and the lead tracks would be located within the PEROW, the Bellflower MSF site option would not conflict with and would not change or impair the function of the surrounding land uses. Similarly, the Bellflower MSF site option would not create any new land use incompatibilities in the surrounding area or physically divide an established community. Therefore, no adverse effects would occur.

5.7.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The Bellflower MSF site option in the City of Bellflower would be an integral part of the Project's infrastructure and would support the maintenance and operations of the proposed light rail system. Bellflower MSF site option would be consistent with SCAG 2016-2040 RTP/SCS regional growth policies (see Table 5.2). The MSF site option would support the maintenance, storage, and operations of the proposed LRT system, which would improve the regional transportation system, and would support SCAG mobility goals by providing a reliable, alternative mode of transportation to the region. Therefore, no adverse effects related to land use would occur.

5.7.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

The Bellflower MSF site option would be generally consistent with applicable goals and policies of the *City of Bellflower General Plan: 1995-2020* (see Table 5.19). The MSF site option would support the proposed LRT system and the expansion, availability, and use of public transportation in the cities and neighboring cities through which the proposed alignment would traverse. However, as previously discussed, the site is City-owned, designated as Open Space, and is currently leased by the City to a private party for use as a recreational commercial business. The City of Bellflower has confirmed that the site currently operates as a commercial business, that the property is not designated as a significant park or recreation area, and is not designated as having an important role in meeting the park and recreation objectives of the city. Based on this coordination it is anticipated that the city would amend the General Plan so that the MSF facility use would be consistent with an appropriate city land use designation. Therefore, the Bellflower MSF site option would not result in adverse effects related to consistency with local land use plans, policies, and regulations.

The Bellflower MSF site option would be located adjacent to the Paramount Bike Trail and Bellflower Bike Trail and partially within the PEROW. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), connectivity with the bike trails would be maintained, changes to the Paramount Bike Trail and Bellflower Bike Trail would not

physically divide the community, affect the character of the existing bike trails, and would not result in inconsistencies with the *Bellflower-Paramount Active Transportation Plan*. Therefore, with implementation of mitigation, impacts for the Bellflower MSF site option as it relates to the land use of the site would be less than significant.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, land use impacts would also be analyzed in accordance with the *CEQA Guidelines*.

6.1 Would the Project physically divide an established community?

6.1.1 No Project Alternative

Under the No Project Alternative, the Build Alternatives would not be constructed and existing land uses would remain unchanged, no properties would be acquired for the Build Alternatives, no structures along the Project alignment would be demolished, and no new structures would be constructed that would divide an established community. The existing freight tracks within the rail ROWs would remain undisturbed and no aerial structures would be built along the public or rail ROWs. Bike paths proposed within or along the rail ROW could potentially be built and implemented within the rail ROW or along the public right-of-way that parallel the rail ROW. These bike paths would enhance the existing active transportation corridors for the cities and would not physically divide a community. Therefore, no impact would occur, and no mitigation measures are required.

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

Alternative 1 could divide an established community if physical barriers are introduced that would affect access between existing communities and neighborhoods in the Affected Area. Generally, existing development around the at-grade and aerial portions of Alternative 1 have been built around the rail ROWs, which physically separates the neighborhoods and communities within the Affected Area. The underground portions of Alternative 1 do not include components that would create physical barriers to the surrounding communities and neighborhoods. Table 6.1 summarizes the types of barriers that could be introduced by Alternative 1.

Alternative 1 would introduce safety barriers designed following guidance of the MRDC, or equivalent, along the alignment and stations to hinder residents, transit users, and workers from illegally crossing the rail tracks. The safety barriers would be located within the existing rail ROWs and are not expected to physically divide an established community because safe access and crossings throughout the community would be maintained at intersections and crosswalks.

Table 6.1. Physical Barriers Proposed within Affected Area

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers Proposed	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Alternative 1						
Central City North	1.7	6%	None; Alignment underground	0	0	No
Central City	1.1	3%	None; Alignment underground	0	0	No
Alternative 2						
Central City North	0.3	0%	None; Alignment underground	0	0	No
Central City	1.6	15%	None; Alignment underground	0	0	No
Alternatives 1 and 2						
Central City	0.8	0%	Street closure at Long Beach Ave north of 14th St and 14th St west of Long Beach Ave. Access would be maintained through routing of traffic within local streets.	0	2	No
Central City North	0.3	0%	None; Alignment underground	0	0	No
Southeast Los Angeles	2.4	24%	None; Alignment elevated above rail and street ROWs.	0	0	No
Alternatives 1, 2, and 3						
Southeast Los Angeles	0.1	0%	None; Alignment elevated above rail and street ROWs	0	0	No
Florence-Firestone	0.3	0 %	Vehicle turn restrictions (right-in/right-out) at Wilmington Ave/Randolph St since retaining fill from aerial structure would be placed at the intersection. Access would be maintained through routing of traffic within local streets.	1	0	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers Proposed	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Huntington Park	3.4	40%	Vehicle turn restrictions (right-in/right-out) along Randolph St at Regent St, Albany St, Rugby Ave, and Rita Ave. At intersections with vehicle turn restrictions, access would be maintained through routing of traffic within local streets. Safety barrier where La Habra Branch ROW and San Pedro Subdivision ROW parallels Randolph St and Salt Lake Ave, respectively. Along Salt Lake Ave, San Pedro Subdivision ROW faces the rear of residential properties on one side, and no residential streets intersect with Salt Lake Ave. Except for the vehicle turning restrictions at the four intersections listed above, pedestrian and vehicle crossings would remain available at intersections.	4	0	No
Vernon	0.5	0%	None; An existing chain linked fence is located on the north side of the rail ROW, along Vernon/Huntington Park city boundary.	0	0	No
Bell	0.3	44%	Safety barrier along the San Pedro Subdivision ROW Pedestrian and vehicle crossings would remain available at intersections.	0	0	No
Cudahy	1.4	31%	Safety barrier along the San Pedro Subdivision ROW Pedestrian and vehicle crossings would remain available at intersections.	0	0	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers Proposed	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
South Gate	3.1	3%	Informal grade crossing closure at Frontage Rd, a private road on an industrial property. Informal grade crossing closure would not physically divide community as it is located on a private industrial property and does not provide access to surrounding area. Safety barrier along the San Pedro Subdivision ROW Pedestrian and vehicle crossings on public streets would remain available at intersections.	0	1	No
Downey	0.3	0%	No safety barriers planned in Downey.	0	0	No
Alternatives 1, 2, 3, and 4						
South Gate	0.3	0%	No safety barriers	0	0	No
Paramount	1.9	33%	Safety barriers along PEROW between Somerset Blvd and Lakewood Blvd at the southern end of city where PEROW parallels Bellflower bike trail. Pedestrian and vehicle crossings would remain available at intersections.	0	0	No
Bellflower	2.4	55%	Safety barriers along PEROW. Pedestrian and vehicle crossings would remain available at intersections.	0	0	No
Cerritos	1.4	20%	None; Project alignment abuts rear of properties on both sides	0	0	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers Proposed	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Artesia	0.66	80%	Closed crossing at the 187th St intersection of the PEROW. Vehicle turn restrictions on Corby Ave (southbound) to 187th St restrict vehicles from turning west to Alburtis Ave. Vehicle turn restrictions on Corby Ave (northbound) to 187th St restrict vehicles from turning east towards Pioneer Blvd. 188th St between Pioneer Blvd and Corby Ave closed for the parking structure at Pioneer Station. Eastbound access to 188th St from Alburtis Ave to Corby Ave would remain open with access to the alley At intersections with vehicle turn restrictions, access would be maintained through re-routing of traffic within local streets. Safety barriers along PEROW. Pedestrian and vehicle crossings would remain available at intersections, except for the restrictions stated above	1	1	No

Source: TAHA, 2020
Note: [1] *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report*, Metro 2021k.

As discussed in Section 5.2.1.3, the existing Arthur Avenue pedestrian bridge at the I-105 freeway would be rebuilt or would be opened for public use, a pedestrian pathway would be created on the south side of the I-105 freeway between the San Pedro Subdivision ROW and Arthur Avenue pedestrian bridge, and the pedestrian bridge between Paramount High School and Paramount Park would be replaced with a pedestrian undercrossing/tunnel. The entrances to the Arthur Avenue pedestrian bridge is currently closed to the public. With implementation of the Project, pedestrians would be able to use the Arthur Avenue pedestrian bridge to cross over the I-105 freeway, which would better connect the neighborhood south of the I-105 freeway to the neighborhood north of the freeway. Pedestrians would also have better access between the new I-105/C Line Station and the Arthur Avenue pedestrian bridge. In the area between Paramount High School and Paramount Park, the proposed undercrossing/tunnel under the PEROW would continue to allow pedestrians to cross the PEROW to access Paramount High School and Paramount Park. Therefore, changes in these areas would not physically divide an established community.

Proposed parking facilities would not physically divide the surrounding community. Although 188th Street in the City of Artesia would be closed as a result of the proposed parking structure for the Pioneer Station, the street closure would not physically divide an established community or result in permanent access disruptions to surrounding land uses because access would remain through the rerouting of traffic to adjacent streets. Similarly, the proposed street closures (Long Beach Avenue north of 14th Street and 14th Street west of Long Beach Avenue) and turning restrictions at the five streets that intersect with Randolph Street (Wilmington Avenue, Regent Street, Albany Street, Rugby Avenue, and Rita Avenue) and at the intersections of 187th Street and Corby Avenue in the City of Artesia would not result in permanent access disruptions to existing land uses on either side of the Project alignment as access to the surrounding uses would continue to be available through routing of traffic to adjacent streets.

The underground, elevated, and at-grade portions of the Project are not expected to introduce any physical barriers or generate any permanent access disruptions to existing land uses on either side of the Project alignment, and access to the surrounding community would remain available. Therefore, Alternative 1 would not divide an established community, and 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.

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

Similar to Alternative 1, Alternative 2 underground portions do not include components that would create physical barriers to the surrounding communities and neighborhoods, and existing development in the at-grade and aerial portions have been built around the rail ROWs, which physically separates the neighborhoods and communities within the Affected Area. Table 6.1 summarizes the types of barriers that could be introduced by Alternative 2.

Similar to Alternative 1, Alternative 2 would introduce safety barriers within the existing rail ROWs at the same locations that would hinder residents, transit users, and workers from illegally crossing the rail tracks. The safety barriers would be designed following guidance of the MRDC, or equivalent, and are not expected to physically divide an established community because safe access and crossings throughout the community would be maintained at intersections and crosswalks.

Similar to Alternative 1, Alternative 2 would rebuild the Arthur Avenue pedestrian bridge, create a pedestrian pathway on the south side of the I-105 freeway, and replace the pedestrian bridge between Paramount High School and Paramount Park with a pedestrian undercrossing/tunnel. The Arthur Avenue pedestrian bridge and pedestrian pathway would better connect the neighborhood south of the I-105 freeway to the neighborhood north of the freeway. Pedestrians would also have better access between the new I-105/C Line Station and the Arthur Avenue pedestrian bridge. The proposed pedestrian undercrossing/ tunnel would allow pedestrians to safely cross the PEROW to access Paramount High School and Paramount Park.

Alternative 2 would involve street closures and turning restrictions at the same locations as Alternative 1, which would not result in permanent access disruptions as access would continue to be available through traffic routing to adjacent streets (see Section 6.1.2). Therefore, Alternative 2 would not physically divide an established community, 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.

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

Similar to Alternatives 1 and 2, existing development in the area surrounding Alternative 3 have been built around the rail ROWs, which physically separates the neighborhoods and communities within the Affected Area. Table 6.1 summarizes the types of barriers that could be introduced by Alternative 3.

Similar to Alternatives 1 and 2, Alternative 3 would introduce safety barriers within the existing rail ROWs at the same locations south of 55th Street in the City of Los Angeles. Fewer safety barriers would be installed under Alternative 3 than Alternatives 1 and 2 since Alternative 3 would be a shorter alignment. The safety barriers would be designed following guidance of the MRDC, or equivalent, and are not expected to physically divide an established community because safe access and crossings throughout the community would be maintained at intersections and crosswalks.

Similar to Alternatives 1 and 2, Alternative 3 would rebuild the Arthur Avenue pedestrian bridge, create a pedestrian pathway on the south side of the I-105 freeway, and replace the pedestrian bridge between Paramount High School and Paramount Park with a pedestrian undercrossing/tunnel. The Arthur Avenue pedestrian bridge and pedestrian pathway would better connect the neighborhood south of the I-105 freeway to the neighborhood north of the freeway and pedestrians would have better access between the new I-105/C Line Station and

the Arthur Avenue pedestrian bridge. The proposed pedestrian undercrossing/ tunnel would allow pedestrians to safely cross the PEROW to access Paramount High School and Paramount Park.

Alternative 3 would involve street closures and turning restrictions at the same locations as Alternatives 1 and 2, which would not result in permanent access disruptions as access would continue to be available through traffic routing to adjacent streets (see Section 6.1.2). Therefore, Alternative 3 would not physically divide an established community, 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.

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

Similar to Alternatives 1, 2, and 3, existing development in the area surrounding Alternative 4 have been built around the rail ROWs, which physically separates the neighborhoods and communities within the Affected Area. Table 6.1 summarizes the types of barriers that could be introduced by Alternative 4.

Similar to Alternatives 1, 2, and 3, Alternative 4 would introduce safety barriers within the existing rail ROWs at the same locations south of Main Street in the City of South Gate. Fewer safety barriers would be installed under Alternative 4 than Alternatives 1, 2, and 3 since Alternative 4 would be a shorter alignment. The safety barriers would be designed following guidance of the MRDC, or equivalent, and are not expected to physically divide an established community because safe access and crossings throughout the community would be maintained at intersections and crosswalks.

Similar to Alternatives 1, 2, and 3, Alternative 4 would rebuild the Arthur Avenue pedestrian bridge, create a pedestrian pathway on the south side of the I-105 freeway, and replace the pedestrian bridge between Paramount High School and Paramount Park with a pedestrian undercrossing/tunnel. The Arthur Avenue pedestrian bridge and pedestrian pathway would better connect the neighborhood south of the I-105 freeway to the neighborhood north of the freeway. Pedestrians would also have better access between the new I-105/C Line Station and the Arthur Avenue pedestrian bridge. The proposed pedestrian undercrossing/ tunnel would allow pedestrians to safely cross the PEROW to access Paramount High School and Paramount Park.

Alternative 4 would include the turning restrictions at 187th Street and street closure at 188th Street in the City of Artesia as discussed for Alternatives 1, 2, and 3. The turning restrictions and street closure would not result in permanent access disruptions as access would continue to be available through traffic routing to adjacent streets (see Section 6.1.2). Therefore, Alternative 4 would not physically divide an established community, 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.

6.1.6 Design Options

6.1.6.1 Design Option 1

Design Option 1 would be primarily underground and would not introduce any safety barriers that would divide an established community. Station entrances would be located at LAUS and would not physically divide an established community. Therefore, a less than significant impact would occur for Design Option 1.

6.1.6.2 Design Option 2

Design Option 1 would be primarily underground and would not introduce any safety barriers that would divide an established community. Station entrances are not expected to obstruct access to the surrounding land uses. Therefore, Design Option 2 would not physically divide an established community, and a less than significant impact would occur.

6.1.6.3 Mitigation Measures

No mitigation measures are required.

6.1.6.4 Impacts Remaining After Mitigation

Less than significant.

6.1.7 Maintenance and Storage Facility

6.1.7.1 Paramount MSF Site Option

The Paramount MSF site option, including the lead tracks for each option, would be designed consistent with the guidance of the MRDC, or equivalent. The Paramount MSF site option lead tracks would be constructed within the San Pedro Subdivision ROW and PEROW, parallel to the existing freight tracks. Fencing and/or walls would be placed around the perimeter of the MSF site option and MSF activities would operate entirely on-site. The MSF site option would not involve any roadway/intersection closures or turning restrictions that would restrict access to residential neighborhoods or community assets. The Paramount MSF site option would not introduce any safety barriers that would physically divide an established community and Project components associated with the Paramount MSF site option would not result in permanent access disruptions to the surrounding land uses. Therefore, less than significant impacts would occur.

6.1.7.2 Bellflower MSF Site Option

The Bellflower MSF site option, including the lead tracks for each option, would be designed consistent with the guidance of the MRDC, or equivalent. The Bellflower MSF site option lead tracks would be constructed within the PEROW and would not divide the Bellflower Bicycle Trail. Fencing and/or walls would be placed around the perimeter of the MSF site option and MSF activities would operate entirely on-site. The MSF site option would not involve any roadway/intersection closures or turning restrictions that would restrict access to residential neighborhoods or community assets. The Bellflower MSF site option would not introduce any safety barriers that would physically divide an established community and Project components associated with the Bellflower MSF site option would not result in

permanent access disruptions to the surrounding land uses. Therefore, less than significant impacts would occur.

6.1.7.3 Mitigation Measures

No mitigation measures are required.

6.1.7.4 Impacts Remaining After Mitigation

Less than significant.

6.2 Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

6.2.1 No Project Alternative

The No Project Alternative would result in a continuation of current land use development patterns and trends that are not expected to change. Land uses in the Affected Area would remain similar to existing conditions. The No Project Alternative would be inconsistent with SCAG 2016-2040 RTP/SCS Policy 6 to support investments and strategies to reduce non-recurrent congestion and demand for single-occupancy vehicle use, and Policy 7 to encourage transportation investments that would result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run (see Section 5.1.2).

The No Project Alternative would not support local land use plans and policies for compact and denser development, including the development of TODs (see Section 5.1.3). As shown in Table 5.1, the No Project Alternative would be inconsistent with applicable local land use plans goals, objectives, and policies with which the No Project Alternative would be inconsistent. The No Project Alternative would limit the opportunity to intensify land uses at potential Project station areas and throughout the corridor; limit jurisdictions from developing compact communities around a public transit system; and limit alternatives to automobile travel. Several of the applicable regional and local land use plans goals, objectives and policies with which the No Project Alternative would be inconsistent are intended to avoid or mitigate environmental effects. However, planned bike paths within or along the rail ROWs, as identified in the *City of Los Angeles 2010 Bicycle Master Plan, Cudahy 2040 General Plan, City of Huntington Park Bicycle Transportation Master Plan, City of South Gate Bicycle Transportation Plan, City of Bell Bicycle Master Plan*, and *Bellflower-Paramount Active Transportation Plan*, could be built and implemented. Since the No Project Alternative would be inconsistent with applicable regional and local land use plans goals, objectives and policies that are intended to avoid or mitigate environmental effects, significant and unavoidable impacts would occur.

6.2.1.1 Mitigation Measures

No mitigation measures are available.

6.2.1.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.2.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Alternative 1 would be generally consistent with the applicable land use plans, goals, objectives, and policies of regional and local agencies (see Sections 5.2.2 and 5.2.3, Table 5.2 through Table 5.21). However, Alternative 1 could preempt future development and implementation of planned Class I bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan*, *City of Bell Bicycle Master Plan*, *Cudahy 2040 General Plan*, and *City of South Gate Bicycle Transportation Plan* as the San Pedro Subdivision ROW and PEROW may not have sufficient space to accommodate a bike path, LRT tracks, and freight tracks. Alternative 1 would also require the realignment of existing segments of the Paramount Bike Trail and Bellflower Bike Trail. The preempted planned bike paths include:

- **Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy).** The San Pedro Subdivision ROW in the cities of Huntington Park, Bell, and Cudahy would not have adequate space to develop a Class I bicycle path along Salt Lake Avenue. However, there would be sufficient space along Salt Lake Avenue for the cities to develop a Class II or Class III bicycle path along the street.
- **Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate).** The San Pedro Subdivision ROW would not have adequate space to develop a Class I bicycle path.

While planned, the bike facilities are concepts in the local plans and are not funded nor scheduled for implementation in local capital improvement budgets/programs. Alternative 1 would result in an inconsistency with the current local plans and an adverse effect would occur.

With the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) described in Section 5.2.3, Metro, as appropriate, would support preparation of amended language for each affected local plan consistent with each city's mobility and connectivity goals. As further discussed in, sufficient space would be available to accommodate alternative bike path classifications along the streets adjacent to Alternative 1. These Class II and Class III bike facilities would maintain the connectivity and be supportive of the goals identified in the bicycle plans. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, even with implementation of mitigation, Alternative 1 would result in a significant and unavoidable impact related to land use consistency.

6.2.2.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.2.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternative 1 discussed in Section 6.2.2, Alternative 2 would be generally consistent with the applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions (see Section 5.3 and Table 5.2 through Table 5.21).

As with Alternative 1, Alternative 2 could preempt the future development and implementation of planned bike paths identified for the Cites of Cudahy, Huntington Park, South Gate, and Bell. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be

required. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Similar to Alternative 1, Alternative 2 may still preempt future development and implementation of the future bike paths. Therefore, even with implementation of mitigation, Alternative 2 would result in a significant and unavoidable impact.

6.2.3.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.2.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternative 1 and 2 discussed in Section 6.2.2 and 6.2.3, Alternative 3 would be generally consistent with the applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions (see Section 5.4, Table 5.2 and Table 5.6 through Table 5.21). With regards to regional land use plans, goals, and objectives, Alternative 3 would have a lesser benefit to the SCAG region since Alternative 3 would be a shorter alignment than Alternatives 1 and 2.

As with Alternatives 1 and 2, Alternative 3 could preempt the future development and implementation of planned bike paths identified for the Cites of Cudahy, Huntington Park, South Gate, and Bell. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be required. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Similar to Alternatives 1 and 2, Alternative 3 may still preempt future development and implementation of the future bike paths. Therefore, even with implementation of mitigation, Alternative 3 would result in a significant and unavoidable impact.

6.2.4.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.2.4.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternatives 1, 2, and 3 discussed in Section 6.2.2, 6.2.3, and 6.2.4, Alternative 4 would be generally consistent with the applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions (general plans, specific plans, master plans, and bicycle master plans for the Cities of South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia) (see Section 5.5, Table 5.2, Table 5.14, and Table 5.16 through Table 5.21). With regards to regional land use plans, goals, and objectives, Alternative 4 would have a lesser benefit to the SCAG region and affect fewer planned bicycle trails as Alternative 4 would be a shorter alignment than Alternatives 1, 2, and 3.

As with Alternatives 1, 2, and 3, Alternative 4 could preempt the future development and implementation of the planned bike path in the City of South Gate. Alternative 4 would also require the realignment of existing segments of the Paramount Bike Trail and Bellflower

Bike Trail as discussed for Alternatives 1, 2, and 3. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be required. However, because the process to amend the bike plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Similar to Alternatives 1, 2, and 3, Alternative 4 may still preempt future development and implementation of the future bike path. Therefore, even with implementation of mitigation, Alternative 4 would result in a significant and unavoidable impact.

6.2.5.1 Mitigation Measures

Mitigation Measure LU-1 (Consistency with Bike Plans).

6.2.5.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.2.6 Design Options

6.2.6.1 Design Option 1

Design Option 1 would be consistent with SCAG 2016-2040 RTP/SCS and applicable local land use plans and policies, including the *City of Los Angeles General Plan*, *Central City North Community Plan*, *Connect US Action Plan*, *Alameda District Specific Plan*, *Union Station Master Plan*, and *City of Los Angeles 2010 Bicycle Master Plan* (see Section 5.6.1). Design Option 1 would not preempt future implementation of planned bicycle paths in the City of Los Angeles. It would provide high-frequency transit service to residents, visitors, and employees of the community; and would promote use of public transit. The station associated with Design Option 1 would be designed following the guidance of the MRDC, or equivalent, and would be convenient, attractive, safe, clearly identifiable, and have user-friendly design amenities. Therefore, Design Option 1 would be consistent with applicable regional and local land use plans and policies, and impacts would be less than significant.

6.2.6.2 Design Option 2

Design Option 2 would be consistent with the SCAG 2016-2040 RTP/SCS and applicable local land use plans and policies, including the *City of Los Angeles General Plan*, *Central City North Community Plan*, and *City of Los Angeles 2010 Bicycle Master Plan* (see Section 5.6.2). Design Option 2 would provide direct connection to the Regional Connector Station in the Little Tokyo community. With the addition of the Little Tokyo Station, high frequency transit service would be provided to residents, visitors and employees of the Little Tokyo community. Design Option 2 would not preempt future implementation of planned bicycle paths in the City of Los Angeles. Therefore, Design Option 2 would be consistent with applicable regional and local land use plans and policies, and impacts would be less than significant.

6.2.6.3 Mitigation Measures

No mitigation measures are required.

6.2.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.2.7 Maintenance and Storage Facility

6.2.7.1 Paramount MSF Site Option

The Paramount MSF site option would be consistent with SCAG 2016-2040 RTP/SCS and the goals and policies of the *City of Paramount General Plan* (see Section 5.7.1, Table 5.2, and Table 5.18). The MSF site option would be part of the infrastructure for the Project and supports the proposed LRT system. This MSF site option would also support the expansion, availability, and use of public transportation in the cities and neighboring cities through which the proposed alignment would traverse. The *Bellflower-Paramount Bike and Trail Master Plan* does not propose a bicycle trail within or adjacent to the MSF site option and, thus, the MSF site option would not preempt future implementation of the *Bellflower-Paramount Bike and Trail Master Plan* and impacts would be less than significant.

6.2.7.2 Bellflower MSF Site Option

The Bellflower MSF site option would be consistent with SCAG 2016-2040 RTP/SCS and the overall goals and policies of the *City of Bellflower General Plan: 1995-2010* (see Section 5.7.2, Table 5.2, and Table 5.19). The MSF site option would be part of the infrastructure for the Project and supports the proposed LRT system. This MSF site option would also support the expansion, availability, and use of public transportation in the cities and neighboring cities through which the proposed alignment would traverse.

The site is City-owned, designated as Open Space, and is currently leased by the City to a private party for use as a recreational commercial business. The City of Bellflower has confirmed that the site currently operates as a commercial business, that the property is not designated as a significant park or recreation area, and is not designated as having an important role in meeting the park and recreation objectives of the city. Based on this coordination it is anticipated that the city would amend the General Plan so that the MSF facility use would be consistent with an appropriate city land use designation. Therefore, impacts related to consistency with local land use plans, policies, and regulations would be less than significant.

The Bellflower MSF site option would be located adjacent to the Paramount Bike Trail and Bellflower Bike Trail and partially within the PEROW. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), connectivity with the bike trails would be maintained, changes to the Paramount Bike Trail and Bellflower Bike Trail would not physically divide the community, affect the character of the existing bike trails, and would not result in inconsistencies with the *Bellflower-Paramount Active Transportation Plan*. Therefore, impacts would be less than significant.

6.2.7.3 Mitigation Measures

Paramount MSF Site Option. No mitigation measures are required.

Bellflower MSF Site Option. Mitigation Measure LU-1 (Consistency with Bike Plans).

6.2.7.4 Impacts Remaining After Mitigation

Paramount MSF Site Option. Less than significant impact.

Bellflower MSF Site Option. Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

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

7.2 Construction Methodology

To satisfy NEPA requirements, potential adverse effects would occur if Project construction would result in incompatible land uses or conflict with applicable land use plans, policies, or regulations. The analysis of construction effects related to land use assesses temporary construction activities related to the Project and its overall effect to land uses within the Affected Area and its consistency with applicable objectives and policies of adopted plans and programs of the regional and local jurisdictions in which construction activities are located.

To satisfy CEQA requirements, land use impacts are analyzed in accordance with the *CEQA Guidelines* and considered significant if construction of the Project has the potential to:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

7.3 Construction Impacts

7.3.1 No Build Alternative

7.3.1.1 Land Use Compatibility

The No Build Alternative includes projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local transportation-related projects. Under the No Build Alternative, the Project would not be developed. However, several infrastructure and transportation-related projects located within the Study Area would continue to be implemented and built. SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M projects identified in the vicinity of the Project alignment include the Metro East-West Line/Regional Connector/Eastside Phase 2, CA HSR, Metro North-South Line/Regional Connector, I-105 Express Lane, I-710 South Corridor project, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also include local transportation-related projects in the Affected Area, such as the Link US project, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path, and Cesar Chavez Bus Stop Improvements. The future planning of TODs surrounding the Project station areas would also not occur as these TODs are dependent on the construction and operation of the Project.

Construction activities associated with projects under the No Build Alternative may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary easements. However, construction activities would be temporary and would not result in long-term land use impacts. Furthermore, projects built under the No Build Alternative would implement

project-specific construction-related measures to reduce and minimize potential adverse effects. Therefore, no adverse effect would occur.

7.3.1.2 Consistency with Regional and Local Land Use Plans, Policies, and Regulations

Project-related construction activities would not occur under the No Build Alternative. Since construction activities for projects under the No Build Alternative would be temporary and would not result in long-term land use impacts, the No Build Alternative would not be inconsistent with regional and local land use plans, policies, and regulations. Therefore, no adverse effect would occur.

7.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

7.3.2.1 Land Use Compatibility

Construction of Alternative 1 would require site preparation and demolition of structures on construction support sites; excavation for tunneling and undercrossings; tunnel construction; subterranean station excavation; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSS); subterranean, at-grade and aerial station construction; street-widening and reconstruction; bridge construction; and the construction of parking facilities.

The demolition of structures on construction support sites, excavation for tunneling, tunnel construction, subterranean station excavation, and subterranean station construction would occur north of I-10 freeway. Tunneling excavation would be located primarily within street ROWs and may result in temporary lane closures and detours. Cut-and-cover construction for subterranean stations would also occur within street ROWs. However, some station entrance points, construction support sites, and excavation for tunneling in some areas would occur outside of street ROWs and would require property acquisition. Construction activities on these properties would be temporary and are not expected to permanently disrupt surrounding land uses. Additionally, parcels to be acquired for construction support sites would require the demolition of any existing structures on the properties to accommodate planned construction activities. The use of these properties for construction activities would not substantially alter land use in the station area vicinity. Following construction, these parcels would increase the opportunity for development in station areas. Since these parcels would be Metro-owned, it would create additional opportunity for transit-oriented development. 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. Therefore, no adverse construction effect regarding land use compatibility would occur. Further analysis regarding acquisitions is provided in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2021e).

Excavation for a pedestrian undercrossing/tunnel would occur between Paramount High School and Paramount Park. Excavation would primarily occur within the PEROW, at the northeasterly portion of Paramount Park, and at the southwesterly portion of Paramount High School. Construction activities would be temporary and are not expected to permanently disrupt activities occurring at Paramount Park and Paramount High School. Therefore, construction of the undercrossing/tunnel would not result in land use compatibility impact, and no adverse construction effects regarding land use compatibility would occur.

Freight relocation would be located primarily within the rail ROW; however, several partial property acquisitions would be required to accommodate the freight relocation. Construction activities on these properties would be temporary and would not conflict with surrounding land uses. Therefore, no adverse construction effect regarding land use would occur.

Bike trails located within the rail ROW or adjacent to the rail ROW (i.e., Paramount Bike Trail and Bellflower Bike Trail) would need to be detoured for the duration of construction in those areas. Construction activities near or on these affected bike trail segments would be temporary and are not expected to permanently disrupt activities. Therefore, realignments of the bike trails and temporary detoured bike routes would not result in land use compatibility impact, and no adverse construction effects regarding land use compatibility would occur.

Utility relocation would include the relocation, modification, or protection of storm drains, sanitary sewers, power lines, gas pipelines, electrical duct banks, oil pipelines, electrical transmission lines, lighting, irrigation pipelines, reclaimed water lines, fiber optic lines, telephone, and cable lines. Relocation and protection of underground lines would require soil excavation to the depth of the existing utility line, installation of a replacement utility in a new location, or protection of existing utility, backfill of soil, and pavement reconstruction or surface improvements above the excavation. Aerial guideways would also require the relocation of utility support poles to reroute the lines around the Project facilities or, in some cases, elimination of the poles by underground relocation of the utilities. Relocation of utilities would generally be performed before construction of the guideway, station and other facilities. All utility relocation construction activities would be short-term and temporary and would be located entirely within the public right-of-way and rail ROW. Therefore, no adverse construction effects related to land use compatibility would occur.

Aerial guideway, at-grade and aerial station, and bridge construction activities would be located within the rail ROW and public rights-of-way and would be temporary. Additionally, at-grade guideway construction would cross beneath the I-710, SR-91 and I-605 freeways. Beneath the SR-91 and I-605 freeways, the alignments would use existing box structures and would not require reconstruction of the freeways. Freeway reconstruction would be required to accommodate the alignment as it crosses beneath the I-710 freeway. Construction within city streets would also be located entirely within public rights-of-way and rail ROWs and would result in the demolition and reconstruction of the roadway where the alignment would be located. All aerial guideway, at-grade guideway, at-grade and aerial station, and bridge construction activities would be short-term and temporary and would be located within public rights-of-way and rail ROWs. As a result of at-grade guideway construction in the roadways, temporary lane closures and detours would result. However, all construction activities would be located within public rights-of-way and rail ROWs and would be following guidance of the MRDC, or equivalent, and applicable jurisdiction criteria. Therefore, no adverse construction effects related to land use compatibility would occur.

Street widening or reconstruction would be required to accommodate the alignment. Street reconstruction would be required at all at-grade crossing locations and where the alignment is within the public right-of-way to allow for placement of the track slab, crossing gates, traffic signals and rails. Property acquisitions would also be required to modify existing street curbs, gutters, medians, sidewalks, and traffic lanes. All street widening and reconstruction activities would be temporary and would not result in land use impacts. In addition, all construction activities would be located within public rights-of-way and rail ROWs. Therefore, no adverse construction effects related to land use compatibility would occur.

Construction of parking facilities would require full property acquisition. Additionally, construction of TPSS would be located along the alignment at designated locations that would require partial or full property acquisitions. All construction activities would be located entirely on-site and would be temporary. Therefore, no adverse construction effects related to land use compatibility would occur.

In summary, construction of Alternative 1 would result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary bike trail detours. Temporary construction easements (TCEs) and property acquisition would also be required for construction. All construction activities would be located entirely within the public rights-of-way and/or rail ROWs; entirely on sites that would be acquired for construction support sites, excavation for tunneling, rail construction, parking facilities, or TPSS; or on sites with easements for Alternative 1. Proposed construction staging and laydown areas would include temporary parking for construction personnel. The use of nearby streets may also result in restricted street parking, sidewalk detours, bike trail detours, and traffic lane closures. Temporary barriers and fencing would be placed along the perimeter of construction areas. As a result, community disruption could occur while construction activities are performed. Although access to businesses, neighborhoods, and bike trails, may be detoured for short periods during construction, access and operation to residences and businesses would be maintained to the extent per Mitigation Measure COM-1 (Construction Outreach Plan) (see *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* [Metro 2021c]). Impacted sites acquired for TCEs and temporary street, lane, and bicycle path detours and closures would be returned to pre-construction conditions once construction is complete. Construction activities would be temporary and, therefore, would not affect land use compatibility.

Land uses located adjacent to and along the Project alignment and station areas may experience adverse effects regarding air quality and intermittent construction noise. Construction activities would require the use of heavy-earth moving equipment, generators, cranes, pneumatic tools, and other similar pieces of equipment that could result in adverse air quality and noise effects. Project construction would comply with Metro's Green Construction Policy and implement Mitigation Measure AQ-1 (Vehicle Emissions), which includes construction equipment emission control requirements and best management practices for construction activities and would provide mitigation measures to reduce emissions to the extent feasible (In regard to construction noise and vibration, 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), and VIB-7 (Construction Monitoring for Vibration) would be implemented to reduce vibration and noise effects (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2021h]). Although adverse air quality and noise effects could potentially occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur.

Further discussion regarding potential adverse construction-related air quality and noise effects are provided in the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021a) and *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021h), respectively.

7.3.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities would be temporary, and areas of temporary construction easements would be returned to preconstruction conditions once construction is complete. Construction activities would not conflict with applicable regional land use plans, policies, and regulations. Alternative 1 construction activities would further the policies of SCAG 2016-2040 RTP/SCS providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

7.3.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

As discussed in Section 7.3.2.1, TCEs and property acquisition would be required for construction laydown areas and construction support sites. Following construction, the acquired parcels would increase the opportunity for development in station areas. 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. In addition, construction activities for Alternative 1 would also be consistent with air quality plans and policies and noise ordinances to minimize construction impacts to surrounding land uses.

Construction activities would be temporary, and areas of temporary construction easements would be returned to preconstruction conditions once construction is complete. Construction activities would not conflict with applicable land use plans, policies, and regulations of local jurisdictions. Construction of Alternative 1 would further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

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

7.3.3.1 Land Use Compatibility

Alternative 2 would involve similar types of construction activities as Alternative 1. Similar to Alternative 1, construction would be temporary and would be located entirely within the public rights-of-way and/or rail ROWs; entirely on sites that would be acquired for construction support sites, excavation for tunneling, rail construction, parking facilities, or TPSS; or on sites with easements for Alternative 2. Temporary barriers and fencing would be placed along the perimeter of construction areas. Community disruption could occur while construction activities are performed and access to businesses, neighborhoods, and bike trails may be detoured for short periods during construction. However, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan). Impacted sites acquired for TCEs and for temporary street, lane, and bicycle path detours and closures would be returned to pre-construction conditions once construction is complete. Construction activities would be temporary and, therefore, would not affect land use compatibility.

Similar to Alternative 1, construction activities and equipment could result in adverse air quality and noise effects to nearby sensitive land uses and would implement the same

mitigation measures as Alternative 1 to reduce construction-related impacts to the extent feasible (Mitigation Measure AQ-1, NOI-8, and VIB-3 through VIB-7). Therefore, as construction activities would be temporary no adverse effects associated with land use compatibility would occur.

7.3.3.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities for Alternative 2 would be the same as Alternative 1. Similar to Alternative 1, Alternative 2 construction activities would be temporary and would further the policies of SCAG 2016-2040 RTP/SCS. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

7.3.3.3 Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities for Alternative 2 would be the same as Alternative 1. Alternative 2 construction activities would be temporary; would not conflict with applicable land use plans, policies, and regulations of local jurisdictions; and would further the goals, objectives and policies related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

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

7.3.4.1 Land Use Compatibility

Alternative 3 would involve similar types of construction activities as Alternatives 1 and 2 with the exception of underground tunneling, subterranean station excavation, and subterranean station construction. Construction activities for Alternative 3 would be the same as Alternatives 1 and 2, with these effects beginning at the trail tracks for the Slauson/A Line Station in the City of Los Angeles/unincorporated Florence-Firestone community of LA County.

Similar to Alternatives 1 and 2, construction activities would be temporary and would be located entirely within public rights-of-way and/or rail ROWs; entirely on sites that would be acquired for construction support sites, rail construction, parking facilities, or TPSS; or on sites with easements for Alternative 3. Temporary barriers and fencing would be placed along the perimeter of construction areas. Community disruption could occur while construction activities are performed and access to businesses and neighborhoods may be detoured for short periods during construction. However, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan). Impacted sites acquired for TCEs and for temporary street, lane, and bicycle path detours and closures would be returned to pre-construction conditions once construction is complete. Construction activities would be temporary and, therefore, would not affect land use compatibility.

Similar to Alternatives 1 and 2, construction activities and equipment could result in adverse air quality and noise effects to nearby sensitive land uses and would implement the same mitigation measures as Alternative 1 to reduce construction-related impacts to the extent feasible (Mitigation Measure NOI-8, and VIB-3 through VIB-7). Therefore, as construction activities would be temporary no adverse effects associated with land use compatibility would occur.

7.3.4.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Similar to Alternatives 1 and 2, Alternative 3 construction activities would be temporary and would further the policies of SCAG 2016-2040 RTP/SCS. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

7.3.4.3 Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities for Alternative 3 would be the same as Alternatives 1 and 2 would affect fewer local land use plans, policies, and regulations than Alternatives 1 and 2 as the alternative would have a shorter alignment. Alternative 3 construction activities would be temporary; would not conflict with applicable land use plans, policies, and regulations of local jurisdictions; and would further the goals, objectives and policies related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

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

7.3.5.1 Land Use Compatibility

Alternative 4 would involve similar types of construction activities as Alternatives 1, 2, and 3 except for underground tunneling, subterranean station excavation, and subterranean station construction. Construction activities for Alternative 4 would be the same as Alternatives 1, 2, and 3 with effects beginning at the trail tracks for the I-105/C Line Station in the City of South Gate.

Similar to Alternatives 1, 2, and 3, construction activities would be temporary and would be located entirely within public rights-of-way and/or rail ROWs; entirely on sites that would be acquired for construction support sites, rail construction, parking facilities, or TPSS; or on sites with easements for Alternative 4. Temporary barriers and fencing would be placed along the perimeter of construction areas. Community disruption could occur while construction activities are performed and access to businesses, neighborhoods, and bike trails may be detoured for short periods during construction. However, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan). Impacted sites acquired for TCEs and for temporary street, lane, and bicycle path detours and closures would be returned to pre-construction conditions once construction is complete. Construction activities would be temporary and, therefore, would not affect land use compatibility.

Similar to Alternatives 1, 2, and 3, construction activities and equipment could result in adverse air quality and noise effects to nearby sensitive land uses and would implement the same mitigation measures as Alternative 1 to reduce construction-related impacts to the extent feasible (Mitigation Measure NOI-8, and VIB-3 through VIB-7). Therefore, as construction activities would be temporary no adverse effects associated with land use compatibility would occur.

7.3.5.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Similar to Alternatives 1, 2, and 3, construction activities would be temporary and would further the policies of SCAG 2016-2040 RTP/SCS. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

7.3.5.3 Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities for Alternative 3 would be the same as Alternatives 1, 2, and 3 and would affect fewer local land use plans, policies, and regulations than as the alternative would have a shorter alignment. Alternative 4 construction activities would be temporary; would not conflict with applicable land use plans, policies, and regulations of local jurisdictions; and would further the goals, objectives and policies related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.3.6 Design Options

7.3.6.1 Design Option 1

Land Use Compatibility

Construction of Design Option 1 would occur within the City of Los Angeles and would require site preparation activities, excavation for tunneling, tunnel construction, subterranean station excavation, utility relocation, and subterranean and at-grade station construction. Construction activities would primarily be located in the LAUS concourse area; at-grade and under the LAUS baggage claim parking facility; and under public rights-of-way, industrial properties, and public facilities.

A surface parking facility on Main Street north of LAUS would potentially be acquired to be used as a construction laydown area. The construction laydown area would include temporary parking for construction personnel and would not substantially alter land use in the vicinity. Following construction, the property would increase the opportunity for TOD near the LAUS (MWD) Station area. The acquired property would be Metro-owned, and Metro's role in the ownership of the property would be limited to that of a property owner and the property would be subject to the land use controls of the City of Los Angeles.

Community disruption could occur while construction activities are performed. Construction activities occurring at-grade with the surrounding uses may result in restricted street parking, sidewalk detours, traffic lane closures, and access detours. Although access to surrounding land uses may be detoured for short periods during construction, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Sensitive land uses near LAUS, such as residences, may experience adverse effects regarding air quality and intermittent construction noise. Similar to the Build Alternatives, construction activities and equipment that could result in adverse air quality and noise effects. Design Option 1 would implement the same mitigation to reduce construction-related air quality, noise, and vibration impacts to the extent feasible (Mitigation Measure AQ-1, NOI-8, and VIB-3 through VIB-7). Although adverse air quality and noise effects could potentially occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur.

Subterranean and surface construction activities would be temporary and are not expected to permanently disrupt surrounding land uses. As construction activities would be temporary

and are not expected to permanently disrupt surrounding land uses, no adverse construction effect regarding land use compatibility would occur.

Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities for Design Option 1 would be temporary and would not conflict with applicable regional land use plans, policies, and regulations. Construction of Design Option 1 would further the policies of SCAG 2016-2040 RTP/SCS as it would be part of a regional transit system that provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

Consistency with Local Land Use Plans, Policies, and Regulations

Property acquisition would be required for the construction laydown area for this design option. Following construction, the acquired property would increase the opportunity for development in the vicinity of the LAUS (MWD) Station area. Since the acquired parcels would be Metro-owned, it would create additional opportunity for 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.

Construction activities would be temporary and would not directly conflict with applicable land use plans, policies, and regulations of the City of Los Angeles and for LAUS (e.g., *City of Los Angeles General Plan, Central City North Community Plan, City of Los Angeles Land Use/Transportation Policy, Alameda District Specific Plan*, USMP, and *Connect US Action Plan*). Construction of Design Option 1 would further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.3.6.2 Design Option 2

Land Use Compatibility

Construction of Design Option 2 would occur within the City of Los Angeles and would require site preparation activities, excavation for tunneling, tunnel construction, subterranean station excavation, utility relocation, and subterranean and at-grade station construction. Construction activities would primarily be located at-grade with the surrounding uses and underground along Alameda Street ROW between 1st Street and Traction Avenue; at the eastern side yard of a commercial property on Alameda Street, and at a public facility at the southeast corner of 2nd Street/Alameda Street.

The easterly side yard of the commercial property along Alameda Street and an industrial property at the northeast corner of Alameda Street/1st Street would be used temporarily as construction laydown areas. A portion of the public facility at the northeast corner of Alameda Street/Traction Avenue would be acquired for a station entrance. The construction laydown areas would include temporary parking for construction personnel. TCEs and acquired areas for this design option would not substantially alter land use in the vicinity of the Little Tokyo Station area. Access to the surrounding uses, including the commercial and

residential uses on Alameda Street between 1st Street and Traction Avenue, would remain available during construction. TCEs and temporary street and lane closures would be returned to pre-construction conditions once construction is completed. After construction has been completed, properties that were acquired for construction laydown areas would increase the opportunity for TODs near the Little Tokyo Station area. The acquired property would be Metro-owned, and Metro's role in the ownership of the property would be limited to that of a property owner and the property would be subject to the land use controls of the City of Los Angeles.

Community disruption could occur while construction activities are performed. Construction activities occurring at-grade with the surrounding uses may result in restricted street parking, sidewalk detours, and traffic lane closures. Access to surrounding uses may also be temporarily detoured. Although access to surrounding land uses may be detoured for short periods during construction, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Land uses near LAUS, such as residences, may experience adverse effects regarding air quality and intermittent construction noise. Similar to the Build Alternatives, construction activities and equipment that could result in adverse air quality and noise effects. Design Option 2 would implement the same mitigation to reduce construction-related air quality, noise, and vibration impacts to the extent feasible (Mitigation Measure AQ-1, NOI-8, and VIB-3 through VIB-7). Although adverse air quality and noise effects could potentially occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur.

Subterranean and surface construction activities would be temporary and are not expected to permanently disrupt surrounding land uses. As construction activities would be temporary and are not expected to permanently disrupt surrounding land uses, no adverse construction effect regarding land use compatibility would occur.

Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities for Design Option 2 would be temporary and would not directly conflict with applicable regional land use plans, policies, and regulations. Construction of Design Option 2 would further the policies of SCAG 2016-2040 RTP/SCS as it would be part of a regional transit system that provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

Consistency with Local Land Use Plans, Policies, and Regulations

Property acquisition would be required for the construction laydown area for this design option. Properties that were acquired by Metro for construction laydown would increase the opportunity for TODs near the Little Tokyo Station area. Metro's role in the ownership of the acquired property would be limited to that of a property owner, and the parcels would be subject to the land use controls of the local jurisdictions.

Construction activities would be temporary and would not directly conflict with applicable land use plans, policies, and regulations of the City of Los Angeles (e.g., *City of Los Angeles General Plan, Central City North Community Plan,* and *City of Los Angeles Land Use/Transportation Policy*). Construction of Design Option 2 would further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.3.7 Maintenance and Storage Facility

7.3.7.1 Paramount MSF Site Option

Land Use Compatibility

Construction of the Paramount MSF site option would require site preparation, demolition of existing structures, utility relocation, construction of storage tracks and lead tracks, freight relocation, grading, paving, and building construction. Construction would be located entirely within the San Pedro Subdivision ROW and PEROW, Rosecrans Avenue/San Pedro Subdivision ROW intersection, and on the properties acquired for the Paramount MSF site option to accommodate the lead tracks. Temporary barriers and fencing would be placed along the perimeter of the construction areas and temporary parking for construction personnel would be provided on the MSF site option.

Construction activities associated with the Paramount MSF site option would be temporary and would result in community disruptions while construction activities are performed. Construction of lead tracks and relocation of freight tracks would be located primarily within the San Pedro Subdivision ROW and PEROW. Additionally, several residential properties adjoining the rail ROWs would be partially acquired to accommodate the lead tracks and relocated freight tracks. Construction of lead tracks would also require street reconstruction at the grade crossing on Rosecrans Avenue. Utility relocation would require soil excavation to the depth of the existing utility lines, installation of a replacement utility in a new location, or protection of existing utility, backfill of soil, and pavement reconstruction or surface improvements above the excavation. Utility relocation construction would be located within the public rights-of-way, rail ROW, and on the properties acquired for the Paramount MSF site option. Access to businesses and neighborhoods may be detoured for short periods during construction. However, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Land uses near the Paramount MSF site option may experience adverse effects regarding air quality and intermittent construction noise. Similar to the Build Alternatives, construction of the Paramount MSF site option would implement the same mitigation to reduce construction-related air quality, noise, and vibration impacts to the extent feasible (Mitigation Measure AQ-1, NOI-8, and VIB-3 through VIB-7). Although adverse air quality and noise effects could potentially occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur.

Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities would be temporary and would further the policies of SCAG 2016-2040 RTP/SCS. These polices include providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities at the Paramount MSF site option would be temporary and would not directly conflict with the *Paramount General Plan*. Construction of the Paramount MSF site option would further the goals, objectives, and policies of the *Paramount General Plan* as they relate to alternative transportation, public transportation, and future growth in transit. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.3.7.2 Bellflower MSF Site Option

Land Use Compatibility

Similar to the Paramount MSF site option, construction of the Bellflower MSF site option would require similar construction activities that would be located entirely within the PEROW, public rights-of-way, and the properties acquired for the Bellflower MSF site option. Temporary barriers and fencing would be placed along the perimeter of the construction areas and temporary parking for construction personnel would be provided on the MSF site option.

Construction activities associated with the Bellflower MSF site option would result in community disruptions while construction activities are performed. Construction of lead tracks would be located primarily within the PEROW. Utility relocation would require soil excavation to the depth of the existing utility lines, installation of a replacement utility in a new location, or protection of existing utility, backfill of soil, and pavement reconstruction or surface improvements above the excavation. Utility relocation construction would be located within the public rights-of-way, rail ROW, and on the properties acquired for the Bellflower MSF site option. Access to businesses and neighborhoods may be detoured for short periods during construction. However, access to residences and businesses would be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Sensitive land uses near the Bellflower MSF site option may experience adverse effects regarding air quality and intermittent construction noise. Similar to the Build Alternatives, construction of the Paramount MSF site option would implement the same mitigation to reduce construction-related air quality, noise, and vibration impacts to the extent feasible (Mitigation Measure AQ-1, NOI-8, and VIB-3 through VIB-7). Although adverse air quality and noise effects could potentially occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur.

Consistency with Regional Land Use Plans, Policies, and Regulations

Similar to Paramount MSF site option, Bellflower MSF site option construction activities would be temporary and would further the policies of SCAG 2016-2040 RTP/SCS. These polices include providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities at the Bellflower MSF site option would be temporary and would not directly conflict with the *City of Bellflower General Plan: 1995-2010*. Construction of the Bellflower MSF site option would further the goals, objectives, and policies of the *City of Bellflower General Plan: 1995-2010* as they relate to alternative transportation, public transportation, and future growth in transit. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, land use impacts would also be analyzed in accordance with the *CEQA Guidelines*.

7.4.1 Would the Project physically divide an established community?

7.4.1.1 No Project Alternative

As no Project-related construction activities would occur under the No Project Alternative, the Project would not divide an existing community. Therefore, no construction-related 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

Construction of Alternative 1 would result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and require temporary easements. All construction activities would be located entirely within the public rights-of-way and/or rail ROW; entirely on sites that would be acquired for construction support sites, excavation for tunneling, rail construction, parking facilities, MSF, or TPSS; or on sites with easements for the Project components.

Temporary concrete barriers and fencing would be placed along the perimeter of construction areas and would be removed upon completion of construction. In addition, construction would result in temporary street and lane closures, TCEs, and potentially detoured segments of the Bellflower Bike Path. Detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so that community and neighborhood would remain accessible and flow of traffic around the construction area is maintained. The construction sites acquired for TCEs; temporary street, lane, pedestrian bridge, and bike path detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1 (Construction Outreach Plan).

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, Alternative 2 construction activities would include temporary concrete barriers and fencing placed along the perimeter of construction areas that would be removed upon completion of construction. Construction would also result in temporary street and lane closures, TCEs, reconstruction of a pedestrian bridge in Paramount, and potentially detoured segments of the Bellflower Bike Path. Detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. The construction sites acquired for TCEs; temporary street, lane, pedestrian bridge, and bike path detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1(Construction Outreach Plan).

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, Alternative 3 construction activities would be the same from 55th Street/Long Beach Avenue in the City of Los Angeles to South Street at the City of Artesia/City of Cerritos boundaries. Construction for Alternative 3 would affect fewer communities and neighborhoods since it is a shorter alignment than Alternatives 1 and 2. No excavation activities associated with tunneling or underground stations would occur for Alternative 3.

Similar to Alternatives 1 and 2, Alternative 3 construction activities would include temporary concrete barriers and fencing placed along the perimeter of construction areas, temporary

street and lane closures, TCEs, reconstruction of a pedestrian bridge in the City of Paramount, and potentially detoured segments of the Paramount Bike Trail and Bellflower Bike Path. Detours and directional signages would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. The construction sites acquired for TCEs; temporary street, lane, pedestrian bridge, and bike path detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1 (Construction Outreach Plan).

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, Alternative 4 construction activities would be the same from Main Street/San Pedro Subdivision ROW in the City of South Gate to South Street at the City of Artesia/City of Cerritos boundaries. Construction for Alternative 4 would affect fewer communities and neighborhoods since it is a shorter alignment than Alternatives 1, 2, and 3. No excavation activities associated with tunneling or underground stations would occur for Alternative 4.

Similar to Alternatives 1, 2, and 3, construction activities would include temporary concrete barriers and fencing placed along the perimeter of construction areas, temporary street and lane closures, TCEs, reconstruction of a pedestrian bridge in the City of Paramount, and potentially detoured segments of the Paramount Bike Trail and Bellflower Bike Path. Detours and directional signages would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. The construction sites acquired for TCEs; temporary street, lane, pedestrian bridge, and bike path detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.6 Design Options

Design Option 1

Construction of Design Option 1 would result in temporary activities and require construction staging, materials stockpiling, and hauling of dirt and materials. Construction activities would be located at LAUS and under public rights-of-way with a majority of the construction activities underground. Surface construction activities would occur at the

construction laydown areas and LAUS (MWD) Station area. Temporary concrete barriers and fencing would be placed along the perimeter of the construction areas entirely within LAUS would be removed upon completion of construction and are not expected to affect operations of LAUS as a major transportation hub.

If construction activities require temporary street and lane closures, detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. The construction sites acquired for TCEs and temporary street and lane detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Design Option 2

Construction of Design Option 2 would result in temporary activities and require construction staging, materials stockpiling, and hauling of dirt and materials. A majority of the construction activities would occur underground. Surface construction activities would generally occur at construction laydown areas and the Little Tokyo Station area, which generally include the sidewalk of the Alameda Street right-of-way between 1st Street and Traction Avenue, at an adjacent commercial property, and at an adjacent public facility. Temporary concrete barriers and fencing would be placed along the perimeter of the construction areas that would occur at-grade with the surrounding uses and would be removed upon completion of construction.

If construction activities require temporary street and lane closures, detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. The construction sites acquired for TCEs and temporary street and lane detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.7 Maintenance and Storage Facility

Paramount MSF Site Option

Construction of the Paramount MSF site option would result in temporary activities and require construction staging, materials stockpiling, and hauling of dirt and materials. Construction would be located entirely within the San Pedro Subdivision ROW and PEROW, Rosecrans Avenue/San Pedro Subdivision ROW intersection, and on the properties acquired for the Paramount MSF site option and to accommodate the lead tracks. The properties acquired for the Paramount MSF site option would include temporary parking for

construction personnel. Temporary barriers and fencing would be placed along the perimeter of the construction areas would be removed upon completion of construction.

If construction activities require temporary street and lane closures, detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so that communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. Construction activities and would be temporary and temporary street and lane detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Bellflower MSF Site Option

Similar to Paramount MSF site option construction activities, construction of the Bellflower MSF site option would result in similar temporary activities that would be located entirely within the PEROW and on the properties acquired for the Bellflower MSF site option and to accommodate the lead tracks. Temporary barriers and fencing would be placed along the perimeter of the construction areas would be removed upon completion of construction.

If construction activities require temporary street and lane closures, detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so that communities and neighborhoods would remain accessible and the flow of traffic around the construction area is maintained. Construction activities would be temporary and temporary street and lane detours and closures would be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.4.2 Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

7.4.2.1 No Project Alternative

No Project-related construction activities would occur under the No Project Alternative and conflicts with applicable land use plans, policies, and regulations of local jurisdictions would not occur. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measure required.

Impacts Remaining After Mitigation

No impact.

7.4.2.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Construction activities for Alternative 1 would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations. As discussed in Section 7.3.2, construction of Alternative 1 would further the policies of SCAG 2016-2040 RTP/SCS providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion.

With regards to consistency with local land use plans, policies, and regulations, TCEs and property acquisition would be required for construction laydown areas and construction support sites. Following construction, TCEs would be returned to pre-construction conditions, and acquired parcels would increase the opportunity for development in station areas. Since the acquired parcels would be Metro-owned, it would create additional opportunity for transit-oriented development. 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. Construction of Alternative 1 would further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

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

Similar to Alternative 1, Alternative 2 construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.3). Construction of Alternative 2 would further SCAG policies related to providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion.

Similar to Alternative 1, Alternative 2 acquired parcels for construction laydown areas and construction support sites would increase the opportunity for development in station areas and would create additional opportunity for transit-oriented development. 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. Construction of Alternative 2 would further the goals, objectives, and policies of local land use plans related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

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

Construction activities for Alternative 3 would be the same as Alternatives 1 and 2 beginning at the trail tracks of its northern terminus at the Slauson/A Line Station to its southern terminus at Pioneer Station. Similar to Alternatives 1 and 2, Alternative 3 construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.4). Construction of Alternative 3 would further SCAG policies related to providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion.

Similar to Alternatives 1 and 2, Alternative 3 acquired parcels for construction laydown areas and construction support sites would increase the opportunity for development in station areas and would create additional opportunity for transit-oriented development. 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. Construction of Alternative 3 would further the goals, objectives, and policies of local land use plans related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

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

Construction activities for Alternative 4 would be the same as Alternatives 1, 2, and 3 beginning at the trail tracks of its northern terminus at the I-105/C Line Station to its southern terminus at Pioneer Station. Similar to Alternatives 1, 2, and 3, Alternative 4 construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.5). Similarly, construction of Alternative 4 would further SCAG policies related to providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion.

Similar to Alternatives 1, 2, and 3, Alternative 4 acquired parcels for construction laydown areas and construction support sites would increase the opportunity for development in

station areas and would create additional opportunity for transit-oriented development. 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. Construction of Alternative 4 would further the goals, objectives, and policies of local land use plans related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.2.6 Design Options

Design Option 1

Construction of Design Option 1 would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.6.1). Design Option 1 would further regional policies of SCAG 2016-2040 RTP/SCS and land use plans, policies, and regulations of the City of Los Angeles and for LAUS (e.g., *City of Los Angeles General Plan, Central City North Community Plan, City of Los Angeles Land Use/Transportation Policy, Alameda District Specific Plan,* USMP, *and Connect US Action Plan)* related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Design Option 2

Construction of Design Option 2 would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.6.2). Design Option 2 would further the policies of SCAG 2016-2040 RTP/SCS and land use plans, policies, and regulations of the City of Los Angeles (e.g., *City of Los Angeles General Plan, Central City North Community Plan,* and *City of Los Angeles Land Use/Transportation Policy*) related to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.2.7 Maintenance and Storage Facility

Paramount MSF Site Option

Construction of the Paramount MSF site option would be temporary and would not directly conflict with applicable SCAG 2016-2040 RTP/SCS and *Paramount General Plan* policies (see Section 7.3.7.1). Construction of the Paramount MSF site option would further the goals and policies of these regional and local land use plans. Therefore, a less than significant impact would occur.

Bellflower MSF Site Option

Construction of the Bellflower MSF site option would be temporary and would not directly conflict with applicable SCAG 2016-2040 RTP/SCS and applicable *City of Bellflower General Plan: 1995-2010* goals and policies (see Section 7.3.7.2). Construction of the Bellflower MSF site option would further the goals and policies of these regional and local land use plans. Therefore, a less than significant impact would occur.

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

The following mitigation measure in its entirety would be implemented for Alternatives 1, 2, and 3 to minimize adverse effects related to inconsistency with the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), City of Bell *Bicycle Master Plan* (City of Bell 2016), *Cudahy 2040 General Plan* (City of Cudahy 2018), and *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012). Only the Paramount and Bellflower Bike Trail and the City of South Gate bike plan component of the mitigation measure would be applicable for Alternative 4.

LU-1 **Consistency with Bike Plans.** During the planning process and prior to construction, Metro would prepare amended language for each affected bicycle plan demonstrating that existing, planned, and modified bicycle facilities would be connected during project operation. This language would be subject to the approval of the cities of Huntington Park, South Gate, Bell, Paramount, and Bellflower, as applicable. Metro would modify the following bike trail segments into a Class II bikeway:

- Within the San Pedro Subdivision right-of-way between Ardmore Avenue to Century Boulevard (City of South Gate)
- Along Salt Lake Avenue from Gage Avenue to Florence Avenue (City of Bell)

Metro would relocate the following bike trail segments:

- Paramount Bike Trail segments from Paramount Boulevard to Somerset Boulevard within the Metro-owned Pacific Electric Right-of-Way (PEROW) (City of Paramount)
- Bellflower Bike segment from Lakewood Boulevard to the maximum extent of Clark Avenue within the Metro-owned PEROW (City of Paramount and City of Bellflower)

8.2.2 Construction

Mitigation Measure COM-1 (Construction Outreach Plan)

Mitigation Measure AQ-1 (Vehicle Emissions)

Mitigation Measure NOI-8 (Noise Control Plan)

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), VIB-7 (Construction Monitoring for Vibration)

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