Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix AA
Final Parklands and Community Facilities Impact Analysis Report

Metro

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR Appendix AA Final Parklands and Community Facilities Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

WSP
444 South Flower Street
Suite 800
Los Angeles, California 90071

taha
environmental planners

July 2021

AUTHOR(S)

Terry A. Hayes Associates Inc.

Terry A. Hayes, AICP

Allyson Dong

Blaire Frei

Kieran Bartholow

TABLE OF CONTENTS

List of Tables

Figures

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
I-	Interstate Freeway
LA	Los Angeles
LADPW	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
Metro	Los Angeles County Metropolitan Transportation Authority
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
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SR	State Route
TPSS	Traction Power Substations

Acronym	Definition
UFC	Uniform Fire Code
UPRR	Union Pacific Railroad
US	US Route Freeway
USC	United States Code
USDOT	U.S. Department of Transportation
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).

[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).

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 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 parklands and community facilities. 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

For purposes of this impact analysis report, parklands are defined as parks and recreational facilities. Passive recreation generally refers to non-consumptive uses such as wildlife observation, walking and biking that generally require minimal development. Active recreation is generally defined as organized sports and playground activities that require extensive facilities or development on the recreational site. Community facilities are defined as places of worship, healthcare/hospitals/medical centers and senior centers/convalescent homes, day care centers/preschools, schools, libraries, museums, police and fire stations, cemeteries and government offices.

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1996 provides protection for parkland and recreational areas. Parkland and recreational areas as defined by Section 4(f) of the USDOT include publicly owned public parks, recreation areas, and wildlife or waterfowl refugees, or any publicly or privately-owned historic site listed or eligible for listing on the National Register of Historic Places. Section 6(f) of the Land and Water Conservation Act of 1965 also requires certain protections of parklands and facilities. Section 6(f) applies to projects that may affect a property that has received funding through the Land and Water Conservation Funding Act regardless of the project funding source and regulates the conversion of such lands to uses other than public outdoor recreation. These may include national parks, state parks, wildlife refuges, and historical landmarks. Section 4(f) recreational property may also be a Section 6(f) recreational property. Discussion and analysis of Section 4(f) and Section 6(f) properties are provided in the *West Santa Ana Branch Transit Corridor Project Section 4(f) Impact Analysis Report* (Metro 2021l). No further analysis of Section 4(f) and Section 6(f) properties will be discussed in this impact analysis report.

Potential impacts that may also affect parklands and community facilities are analyzed in other topic-specific impact analysis reports. Analysis regarding pedestrian and vehicular access is discussed in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021t). Potential impacts related to air quality and noise/vibration are provided in the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021i) and *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021j), respectively. Potential impacts associated with displacement and acquisitions are provided in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2021m).

1.5 Methodology

For the purposes of evaluating parklands and community facilities impacts, the Affected Area for parklands and community facilities is defined as 0.25-mile on both sides of the proposed alignment and around the stations, parking facilities, maintenance and storage facilities (MSF) site options, and traction power substations (TPSS) sites. The impact analysis of parklands and community facilities is focused on the parklands and community facilities located adjacent to (approximately 50 feet) the Build Alternatives as direct impacts are anticipated to affect these facilities; while indirect impacts could occur to facilities in the greater Affected Area. Parklands and community facilities were identified from existing sources, including planning documents such as general plans for the jurisdictions through which the proposed alignments pass and a desktop analysis of aerial maps and satellite imagery.

To satisfy NEPA requirements, potential adverse effects would occur if the Build Alternatives (including the design options) and MSF site options would result in direct or indirect impacts to parklands and community facilities. Direct impacts are defined as impacts involving physical acquisition, displacement, visual alteration, or relocation of parkland or a community facility. Indirect impacts are defined as changes to visual quality and pedestrian or vehicular access. Direct impacts to parklands and community facilities would only occur if such properties are directly adjacent to or within the Build Alternatives facilities as these adjacent areas have been identified to be the area of potential impact. Indirect impacts would most likely occur to facilities located in proximity to the Build Alternatives.

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

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

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 Line Station. Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Alignment Type

Source: Metro, 2020

2.1 Geographic Sections

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

2.1.1 Northern Section

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

Figure 2-3. Northern Section

Source: Metro, 2020

2.1.2 Southern Section

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

Figure 2-4. Southern Section

Source: Metro, 2020

2.2 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Transit Corridor (the Transit Corridor extends approximately 2 miles from either side of the proposed alignment) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated, the No Build Alternative does not include the Project.

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

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

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

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

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

Source: Metro 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] The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System and the Orange County Transportation Authority.
BRT = Bus Rapid Transit; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; VA = Veterans Affairs

2.3 Build Alternatives

2.3.1 Proposed Alignment Configuration for the Build Alternatives

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

Table 2.2. Summary of Build Alternative Components

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

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

Figure 2-5. Freeway Crossings

Source: WSP, 2020

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

Source: WSP, 2020

2.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Under Design Option 2, Alternative 1 would have 12 new LRT stations, 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, under Design Option 1, east of the MWD building beneath the baggage area parking facility (Section 2.3.6). Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.3.6 Design Options

Alternative 1 includes two design options:

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

2.3.7 Maintenance and Storage Facility

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

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

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

2.3.8 Bellflower MSF Option

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

2.3.9 Paramount MSF Option

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

Figure 2-7. Maintenance and Storage Facility Options

Source: WSP, 2020

3 REGULATORY FRAMEWORK

This section identifies applicable federal, state and local regulations and plans related to parklands and community facilities. A non-exhaustive list of the regulations and plans applicable to the Project, is provided below.

Federal

- U.S. Department of Transportation Act of 1966
- Land and Water Conservation Fund Act of 1965
- Uniform Fire Code

State

- California Public Park Preservation Act of 1971
- California Code of Regulations (CCR) Title 24
- California Education Code

Local

- Los Angeles County General Plan 2035
- City of Los Angeles General Plan Framework
- Central City North Community Plan, City of Los Angeles
- Central City Community Plan, City of Los Angeles
- Southeast Los Angeles Community Plan, City of Los Angeles
- Alameda District Specific Plan, City of Los Angeles
- Connect US Action Plan
- City of Vernon General Plan
- Florence-Firestone Community Plan, Los Angeles County
- City of Huntington Park General Plan
- City of Bell General Plan
- City of Cudahy General Plan
- City of South Gate General Plan 2035
- City of Downey Vision 2035 General Plan
- City of Paramount General Plan
- City of Bellflower General Plan
- City of Artesia General Plan
- City of Cerritos General Plan

Bicycle Master Plans

- County of Los Angeles Bicycle Master Plan
- City of Los Angeles Bicycle 2010 Master Plan
- City of Huntington Park Parks and Recreation Master Plan
- City of Huntington Park Bicycle Transportation Master Plan
- City of South Gate Bicycle Transportation Plan
- City of Bell Bicycle Master Plan
- City of Downey Bicycle Master Plan
- Bellflower-Paramount Bike and Trail Master Plan

3.1 Federal

3.1.1 U.S. Department of Transportation Act of 1966

Section 4(f) of the USDOT Act of 1966 (re-codified as amended at 49 United States Code (USC) Section 303) affords special protection to public recreational lands and facilities, including local parks and school facilities, that are open and available to the general public for recreational purposes, significant cultural resources, and natural wildlife refuges. Federally funded transportation improvement projects are prohibited from the encroachment (direct or constructive use, or a take) of Section 4(f) lands unless it can be demonstrated that no other alternative exists.

In August 2005, Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, made the first substantive revision to Section 4(f) since the 1966 USDOT Act. Section 6009, which amended existing Section 4(f) legislation at both Title 49 USC Section 303 and Title 23 USC Section 138, simplified the process and approval of projects that have only *de minimis i*mpacts on Section 4(f) resources. Under the new provisions, once the Federal Transit Administration (FTA) determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete.

For detailed analysis regarding all Section 4(f) properties, refer to the *West Santa Ana Branch Section 4(f) Impact Analysis Report* (Metro, 2019x). A discussion of Section 4(f) related to historical resources is provided in the *West Santa Ana Branch Transit Corridor Project Final Cultural Resource Survey Report* — Rev 1 (Metro, 2019x).

3.1.2 Land and Water Conservation Fund Act of 1965

The Land and Water Conservation Fund Act established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition and development. Section 6(f) of the Act requires that all property acquired or developed with assisted funding from the Land and Water Conservation Fund be maintained perpetually in public outdoor recreation uses. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual "discards" of park and recreation facilities by ensuring that changes or "conversions from recreation use" will bear a cost. Section 6(f) requires that conversion of lands or facilities acquired under this Land and Water Conservation Fund Act fund be coordinated with the Department of Interior, and usually requires replacement in kind. Paramount Park in the City of Paramount received funding from the Land and Water Conservation Act and is listed as a Section 6(f) property. Refer to the *West Santa Ana Branch Transit Corridor Project Section 4(f) Impact Analysis Report* (Metro, 2019x).

3.1.3 Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to the construction and maintenance of buildings and to the use of their premises. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements, for new and existing buildings and their premises. The UFC contains specialized technical regulations related to fire and human safety.

3.2 State

3.2.1 California Public Park Preservation Act of 1971

The California Public Park Preservation Act of 1971 is codified as Public Resources Code Sections 5400–5409. Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

3.2.2 California Code of Regulations (CCR) Title 24

CCR Title 24 of the California Building Code is a compilation of building standards. State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code; include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices, such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. In the case where there is no local fire authority, and in all state-owned and state-occupied facilities, the California State Fire Marshall has full enforcement jurisdiction of state fire regulations.

3.2.3 California Education Code

Each of the state school districts is subject to the regulations of the California Education Code and the governance of the California State Board of Education, relative to funding, school curriculum, operations, and facilities (including location considerations).

3.3 Local

The Build Alternatives traverses through 12 local government jurisdictions, which include the cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. The following presents a summary of goals, objectives and policies of local general plans related to parkland and community facilities. Bicycle and trail master plans are also summarized at the end of this section.

3.3.1 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (Los Angeles 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 Conservation and Natural Resources Element of the County General Plan intends to guide the County's long-range preservation of its natural resources and open space and sets policy direction for the open space, natural, and energy-related resources within unincorporated LA County. The Parks and Recreation Element of the County General Plan provides policy direction for the maintenance and expansion of the County's parks and recreation system through goals and policies that address the growing and diverse recreation needs of the communities served by the County. The Public Services and Facilities Element of the County General Plan promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. Table 3.1 summarizes the applicable parkland and community facility goals and policies of the *Los Angeles County General Plan 2035*.

Table 3.1. Los Angeles County General Plan Parkland and Community Facility Goals and Policies

Goal/Policy	Description
Conservation and Natural Resources Element	
Policy C/NR 1.2	Protect and conserve natural resources, natural areas, and available open spaces.
Parks and Recreation Element	
Goal P/R 4	Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.
Public Services and Facilities Element	
Policy PS/F 1.1	Discourage development in areas without adequate public services and facilities.
Policy PS/F 1.2	Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.
Policy PS/F 1.3	Ensure coordinated service provision through collaboration between County departments and service providers.
Policy PS/F 1.6	Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.
Policy PS/F 7.3	Encourage adequate facilities for early care and education.
Policy PS/F 8.1	Ensure a desired level of library service through coordinated land use and facilities planning.

Source: County of Los Angeles, October 2015

3.3.2 City of Los Angeles General Plan Framework

The *City of Los Angeles General Plan Framework* (City of Los Angeles 2001), an element of the City of Los Angeles General Plan, provides guidance for long-term growth in the City and guides the update of community plans and citywide elements. Chapter 6, Open Space and Conservation and Chapter 9, Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to parks and recreation and community facilities, fire prevention, fire protection and emergency medical services. Table 3.2 summarizes the applicable parkland and community facility goals, objectives, and policies of the *General Plan Framework*.

Table 3.2. City of Los Angeles General Plan Framework Parkland and Community Facility Goals, Objectives, and Policies

Goal/Objective/Policy	Description
Open Space and Conservation	
Objective 6.1	Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
Policy 6.3.1	Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety.
Policy 6.3.3	Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.
Objective 6.4	Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
Policy 6.4.9	Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.
Infrastructure and Public Services	
Goal 9I	Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.
Policy 9.21.3	Encourage the inclusion of library facilities in mixed-use structures in community and regional centers, at transit stations, and in mixed-use boulevards.
Objective 9.31	Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.

Source: City of Los Angeles, 2001

3.3.2.1 City of Los Angeles Safety Element of the General Plan

The *Safety Element of the Los Angeles City General Plan* (City of Los Angeles 1996), adopted in November 1996, identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. Table 3.3 summarizes the applicable parkland and community facility policies of the *Safety Element of the Los Angeles City General Plan*.

Table 3.3. City of Los Angeles Safety Element of the General Plan Parkland and Community Facility Policies

Policy	Description
Policy 2.1.6	Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression.

Source: City of Los Angeles, 1996

3.3.2.2 City of Los Angeles Public Recreation Plan of the Service

The Public Recreation Plan of the Service Systems Element of the *Los Angeles General Plan* identifies existing recreational facilities and parks in the City of Los Angeles. The Public Recreation Plan categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately 0.5 mile and are pedestrian-accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of two miles and are easily accessible to the area served. Regional parks in the City provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region. The Public Recreation Plan also provides the City's standard long-range ratios for parks to population and states that the types of amenities (e.g., recreation center, gym, basketball courts, etc.) that are offered on public parks and recreation land should also be considered when determining the adequacy of park space.

3.3.3 Central City North Community Plan, City of Los Angeles

Table 3.4 summarizes the applicable parkland and community facility goals, objectives, and policies of the *Central City North Community Plan* (City of Los Angeles 2000). It should also be noted that the *Central City North Community Plan* is currently being updated under the *DTLA 2040 Plan*.

Table 3.4. City of Los Angeles Central City North Community Plan Parkland and Community Facility Goals, Objectives, and Policies

Goal/Objective/Policy	Description
Objective 4.1	To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.
Policy 4.1.1	Preserve the existing recreational facilities and park space.
Goal 5	A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental and aesthetic resources.
Policy 7-1.1	Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, transit stations, office buildings, and similarly accessible facilities.
Objective 8-1	To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.
Policy 8-1.1	Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demand.
Objective 9.1	Ensure that fire facilities and fire protection services are sufficient for the existing and future population and land uses of Central City North.

Source: City of Los Angeles, 2000

3.3.4 Central City Community Plan, City of Los Angeles

Table 3.5 summarizes the applicable parkland and community facility objectives and policies of the *Central City Community Plan* (City of Los Angeles 2003). It should also be noted that the *Central City Community Plan* is currently being updated under the *DTLA 2040 Plan*.

Table 3.5. City of Los Angeles Central City Community Plan Parkland and Community Facility Objectives and Policies

Objective/Policy	Description
Objective 4-4	To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.
Objective 5-1	To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.
Objective 6-1	To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses of Central City.
Policy 7-1.1	Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical buffer between different land uses.

Source: City of Los Angeles, 2003

3.3.5 Southeast Los Angeles Community Plan, City of Los Angeles

Table 3.6 summarizes the applicable parkland and community facility goals and policies of the *Southeast Los Angeles Community Plan* (City of Los Angeles 2017).

Table 3.6. City of Los Angeles Southeast Los Angeles Community Plan Community Facility and Infrastructure Goals and Policies

Goal/Policy	Description
Goal CF1	Sufficient police facilities and services to provide for public safety needs.
Goal CF2	Sufficient fire facilities to provide fire protection and emergency medical services to residents, visitors and businesses.
Goal CF3	Adequate library facilities and services that meet the needs of the community.
Goal CF4	Schools that are sited in locations complementary to existing land uses and community character.
Goal CF7	Existing recreation and park facilities that are conserved, maintained, and better utilized to promote the recreational needs of the community.
Policy CF7.1	Maintain and Improve Existing Facilities. Preserve, maintain and enhance existing recreational facilities and park space.
Policy CF9.5	Accommodate Greenways. Identify opportunities to increase acreage of total recreational areas, such as converting outdated railroad rights-of way and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.
Policy CF10.2	Co-Location of Public Facilities and Open Space. Integrate the use of open space with public facilities, such as flood control channels, utility easements and Department of Water and Power properties.

Source: City of Los Angeles, 2017

3.3.6 Alameda District Specific Plan, City of Los Angeles

Table 3.7 summarizes the applicable parkland and community facility policies of the *Alameda District Specific Plan* (City of Los Angeles 1996).

Table 3.7. City of Los Angeles Alameda District Specific Plan Policies

Policy	Description
D.1.a. Open Space, Pedestrian Connections and Landscape Regulations	Open Space within the ADP is addressed on a Specific Plan area-wide basis and may be provided in the form of courtyards, plazas or other larger gathering areas on the property. As a result, it is not required to be provided on a Project by Project basis.

Source: City of Los Angeles, 1996

3.3.7 Connect US Action Plan

Table 3.8 summarizes the applicable parkland and community facility objectives of the *Connect US Action Plan* (Metro 2015).

Table 3.8. Connect US Action Plan Community Facilities and Infrastructure Objectives

Objective	Description
Objective 3	Provide basic pedestrian and bicycle facilities to allow people to safely walk, bike and use transit in the study area.
Objective 4	Reinforce neighborhood identity as expressed by its people, arts, culture or history and promote placemaking.
Objective 6	Improve access to open spaces, including the Los Angeles River, parks, plazas and public spaces in the study area.

Source: Metro, 2015

3.3.8 City of Vernon General Plan

Goals, objectives, and policies provided in the Resources Element of the *City of Vernon General Plan* include strategies to best manage the limited available natural resources in Vernon and encourage continued participation in broader efforts to protect the environment from harmful human activities. The Safety Element of the General Plan addresses public safety risks and discusses how the City will respond to both man-made and natural hazards. Table 3.9 summarizes the applicable parkland and community facility goals and policies of the *City of Vernon General Plan* (City of Vernon 2015).

Table 3.9. City of Vernon General Plan Goals and Policies

Goal/Policy	Description
Resource Element	
Goal R-3	Preserve established open spaces and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon.
Safety Element	
Policy S-3.8	Continue to support the Vernon Fire Department in its effort to maintain its high rating.

Source: City of Vernon, 2015

3.3.9 Florence-Firestone Community Plan, Los Angeles County

The Parks and Recreation chapter of the *Florence-Firestone Community Plan 2017* provides goals and policies to enhance and increase recreational opportunities, create greenway networks and urban trails, and develop partnerships in open space development. The Public Facilities chapter provides goals and policies to enhance community services and facilities to improve the quality of life and meet the needs of the community. Table 3.10 summarizes the applicable parkland and community facility goals and policies of the *Florence-Firestone Community Plan 2017* (Los Angeles County 2017).

Table 3.10. Florence-Firestone Community Plan Goals and Policies

Goal/Policy	Description
Parks and Recreation Chapter	
PR-4.3	Connecting to Regional Open Space. Develop safe connections to parks and open spaces in adjacent communities, linking to larger open space networks, such as the Los Angeles and Rio Hondo River trails.
PR-5.4	Access to Regional Open Space. Provide transportation to recreational and cultural facilities, such as beaches, regional, state, and national parks, located outside of the community.
Public Facilities Chapter	
PF-2	Community residents are well-informed of County services and resources, which are easily and safely accessible.
PF-2-6	Safe Access: Target public safety measures to ensure safe access to parks, playgrounds, other recreational facilities, and public facilities.

Source: Los Angeles County, 2017

3.3.10 City of Huntington Park General Plan

The Open Space Element of the *City of Huntington Park General Plan* details plans and measures for the preservation of open space as well as the preservation and management of natural resources, outdoor recreation, and public health and safety. Table 3.11 summarizes the applicable parkland and community facility goals of the *City of Huntington Park General Plan* (City of Huntington Park 1996).

Table 3.11. City of Huntington Park General Plan Goals

Goal	Description
Open Space/Recreation Element	
Goal 4.0	Develop and maintain a balanced system of open space, public parks, and recreational facilities.

Source: City of Huntington Park, 1996

3.3.11 City of Bell General Plan

The Open Space/Conservation/Recreation Element of the *City of Bell General Plan 2010* includes goals, objectives, and policies for the maintenance of open space areas and the provision of parks and recreations; earth and water resources; cultural resources, air quality, and parks and open space. Table 3.12 summarizes the applicable parkland and community facility policies of the *City of Bell General Plan 2010* (City of Bell 1996).

Table 3.12. City of Bell 2010 General Plan Policies

Policy	Description
Open Space/Conservation/Recreation Element	
Policy 1	The City of Bell will recognize the social, economic and aesthetics benefits which accrue from the preservation of open space.

Source: City of Bell, 1996

3.3.12 City of Cudahy General Plan

The Open Space and Recreation Element of the *Cudahy General Plan* establishes a long-range program for the preservation of public parks in the City of Cudahy and the provision of facilities that will serve the needs of residents. The element includes an inventory of both public and private open space and a plan for the continued protection of these areas. The Public Safety Element of the General Plan presents a citywide approach for preventing the creation of hazards in the planning area and for minimizing the potential for injury, damage and disruption brought by natural events. Table 3.13 summarizes the applicable parkland and community facility goals and policies of the *Cudahy General Plan* (City of Cudahy 1992).

Table 3.13. City of Cudahy General Plan Goals and Policies

Goal/Policy	Description
Open Space and Recreation Element	
Goal 1	The City of Cudahy will secure a safe, healthful, and wholesome environment through the preservation of existing public open space resources and provision of private open space.
Public Safety Element	
Policy 2.2	The City of Cudahy will provide for the highest quality of fire, police, and health protection possible, within reasonable economic limits, for all Cudahy residents.

Source: City of Cudahy, 1992

3.3.13 City of South Gate General Plan 2035

The Green City Element of the *South Gate General Plan 2035* provides information and policy guidance to ensure sufficient facilities and services will be provided to support existing and new development in the City. Topics include police and fire services, schools, waste, recycling services, water and wastewater, and stormwater. Table 3.14 summarizes the applicable parkland and community facility policies of the *South Gate General Plan 2035* (City of South Gate 2009).

Table 3.14. City of South Gate General Plan 2035 Policies

Policy	Description
Green City Element	
Policy 4	To the extent feasible, the City will replace the city's existing, police facility with a new facility that is adequate to serve the existing and expected future police force.
Policy 2	The City should consider opportunities for lifelong learning when making its land use, transportation, open space and design decisions.

Source: City of South Gate, 2009

3.3.14 City of Downey Vision 2035 General Plan

The Open Space Element of the *Downey Vision 2035 General Plan* provides goals, policies, and programs to preserve and augment the availability of open space areas within City boundaries. The Open Space Element references the City's Park Maintenance Master Plan, which identifies and includes strategies regarding necessary updates. Topics identified in the Safety Element of the General Plan include fire and police protection, and hospital access.

Table 3.15 summarizes the applicable parkland and community facility goals, policies and programs of the *Downey Vision 2035 General Plan* (City of Downey 2005).

Table 3.15. City of Downey General Plan Goals, Policies and Programs

Goal/Policy/Program	Description
Open Space Element	
Policy 7.1.1	Preserve undeveloped areas that function as open space.
Policy 7.1.1.3	Discourage the development of properties designated as open space areas, such as parks, golf courses, cemeteries, public schools, utility easements, railroad rights-of-ways, and riverbeds that would limit the property's functionally as open space.
Policy 7.4.1	Support the local school districts and other groups involved with providing educational facilities for residents
Safety Element	
Goal 5.4	Promote the protection of life and property from criminal activities.
Policy 5.10.1	Adopt a plan for a grade separation of the Union Pacific Railroad Line, parallel to Firestone Boulevard, at Brookshire Avenue to allow emergency vehicle access to hospitals from the north.
Program 5.10.1.1	Identify as a priority a railroad grade separation at Brookshire Avenue, either as part of or not part of a larger grade separation project.

Source: City of Downey, 2005

3.3.15 City of Paramount General Plan

The Resource Management Element of the *Paramount General Plan* identifies significant resources within the City and identifies goals, objectives, and policies for the conservation, management, and preservation of natural resources, including open space and recreation-related space. Table 3.16 summarizes the applicable parkland and community facility policies of the *Paramount General Plan* (City of Paramount 2007).

Table 3.16. City of Paramount General Plan Policies

Policy	Description
Resource Management Element	
Policy 9	The City of Paramount will maintain and improve the existing parking facilities in the City for the benefit and enjoyment of the community
Policy 14	The City of Paramount will negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Port of Los Angeles, the Union Pacific Railroad, the MTA, and the Los Angeles County Flood Control District for the establishment of trails, recreational use, and appropriate landscaping within their respective rights-of-way.
Policy 16	The City of Paramount will seek to develop connections to park facilities and trails through the use of power line/rail easements.

Source: City of Paramount, 2007

3.3.16 City of Bellflower General Plan

The Open Space/Recreation Element of the *Bellflower General Plan: 1995-2010* addresses the management of natural resources and the preservation and enhancement of scenic and recreation opportunities. The Open Space/Recreation Element provides goals, objectives, and policies to preserve open space resources and areas required for the preservation of plant and animal life; protect rivers and streams and safeguard open space for outdoor recreation, public health and safety. Table 3.17 summarizes the applicable parkland and community facility policies of the *Bellflower General Plan: 1995-2010* (City of Bellflower 1994).

Table 3.17. City of Bellflower General Plan Policies

Policy	Description
Open Space/Recreation Element	
Policy 1	The City of Bellflower will recognize the social, economic and aesthetics benefits which accrue from the preservation of open space.

Source: City of Bellflower, 1994

3.3.17 City of Artesia General Plan

The Open Space and Conservation Sub-Element of the *Artesia General Plan 2030* provides guidance in conserving precious local natural resources, as well as expanding resource opportunities and identifies current open space areas, as well as future passive and active open space opportunities for current and future residents and visitors. The Community Development and Design Element of the General Plan contain the Community Facilities and Infrastructure Sub-Element. The Community Facilities and Infrastructure Sub-Element identifies key issues of the City's infrastructure and public service systems and establishes a framework for determining appropriate improvements and expansion of public services within the City. Table 3.18 summarizes the applicable parkland and community facility policies of the *Artesia General Plan 2030* (City of Artesia 2010).

Table 3.18. City of Artesia Parkland and Policies

Policy	Description
Open Space and Conservation Sub-Element	
Policy OS 1.1	Ensure no net loss of open space acreage occurs.
Policy OS 3.1	Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.
Community Facilities and Infrastructure Sub-Element	
Policy SAF 5.1	Ensure quality police protection services are provided to meet the needs of all Artesia community members.
Policy SAF 6.1	Ensure quality fire prevention and protection services are provided to meet the needs of all Artesia community members.

Source: City of Artesia, 2010

3.3.18 City of Cerritos General Plan

The Open Space/Recreation Element of the *Cerritos General Plan* provides goals, objectives, and policies to preserve open space resources, including undeveloped lands and outdoor recreation areas. The Safety Element contains goals, objectives, and policies regarding community facilities such as fire and police services. The element serves as a guide for the City government and public for understanding the hazards facing the City of Cerritos and how to reduce the impacts of these hazards. Table 3.19 summarizes applicable parkland and community facility goals and policies of the *Cerritos General Plan* (City of Cerritos 2004).

Table 3.19. City of Cerritos General Plan Parkland and Community Facility Goals and Policies

Goal/Policy	Description
Open Space/Recreation Element	
Goal OSR-1	Preserve and enhance open space resources in the City to maintain and promote the high-quality of life Cerritos residents enjoy.
Policy OSR-1.1	Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.
Safety Element	
Policy SAF-6.1	Ensure services provided by the Sheriff's Department are not impacted by development, traffic congestion and other growth-related issues.

Source: City of Cerritos, 2004

3.4 Bicycle Master Plans

3.4.1 County of Los Angeles Bicycle 2012 Master Plan

The *County of Los Angeles Bicycle Master Plan 2012* (Los Angeles County 2012), provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle often. The Plan proposes to build on the existing 144 miles of bikeways throughout the County and install approximately 831 miles of new bikeways in the next 20 years. This also includes bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of LA County.

3.4.2 City of Los Angeles Bicycle 2010 Master Plan

The *City of Los Angeles 2010 Bicycle Plan* (City of Los Angeles 2011) designates a 1,684-mile bikeway system and introduces a comprehensive collection of programs and policies, including a Citywide Bikeway System comprised of three bikeway networks throughout the City, bicycle friendly streets, the bundling of programs and policies, and a multi-pronged implementation strategy. The purpose of the Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation.

3.4.3 City of Huntington Park Parks and Recreation Master Plan

The *Parks and Recreation Master Plan* (City of Huntington Park 2008) provides a roadmap to guide future parks and recreation decisions in the City. The Master Plan is a tool to develop parks and recreation-related goals, policies, and objectives to provide a clear vision for park facilities and recreation programming.

3.4.4 City of Huntington Park Bicycle Transportation Master Plan

The *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014) recommends policies and strategies designed to increase the level of bicycle ridership within the city and the frequency and distance of bicycle trips. The Bicycle Transportation Master Plan also provides direction for expanding the City's existing bicycle network by closing and connecting gaps and ensuring improved local and regional connectivity provides a roadmap to guide future parks and recreation decisions in the City.

3.4.5 City of South Gate Bicycle Transportation Plan

The *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012) is the guiding document for all bicycle infrastructure, policies, and programs in the City of South Gate. The plan proposes an extensive network of streets designed to be safe and comfortable for bicyclists and proposes links to transit and end-of-trip facilities such as bicycle parking racks, bicycle lockers, and showers for commuters. The Plan also recommends non-infrastructure programs that educate road users, enforce the vehicle code, and encourage bicycling with promotional activities.

3.4.6 City of Bell Bicycle Master Plan

The *City of Bell Bicycle Master Plan* (City of Bell 2016) provides detailed recommendations for infrastructure, policies and programs that promote safe bicycling in the City of Bell. The Plan also establishes City priorities, directs allocation of infrastructure and program resources, and guides implementation of a sustainable bikeway network. The Plan identifies improvements to the bicycling environment in the City and provides recommendations for bikeway and bicycle support facilities, as well as education, encouragement, enforcement and evaluation programs.

3.4.7 City of Downey Bicycle Master Plan

The *City of Downey Bicycle Master Plan* (City of Downey 2015) provide goals and objectives to maximize connectivity by bicycle to the existing active transportation system already in place and 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.

3.4.8 Bellflower-Paramount Bike 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.

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Parklands and Recreational Facilities

Within the Affected Area, 25 parkland and recreation facilities have been identified, totaling approximately 168 acres. Specifically, there are 24 parklands and recreational facilities totaling approximately 165 acres identified under Alternative 1, 24 facilities totaling approximately 167 acres under Alternative 2, 19 facilities totaling 157 acres under Alternative 3, and 11 facilities totaling approximately 106 acres under Alternative 4. Each identified parkland is owned and managed by the local government jurisdictions. National parks, state parks, or wildlife refuges are not located in the Affected Area. In addition, five public schools that provide recreational resources that are open to the public are also identified. Table 4.1 identifies the parklands and recreational facilities within 0.25 mile of the Affected Area.

Table 4.1. Parklands and Recreational Facilities Identified within 0.25-Mile of Build Alternatives

Facility	Total Size (acres)	Amenities	Distance to Build Alternatives[1] (feet)
Park and Recreational Facilities			
Alternative 1			
Los Angeles Plaza Park (Father Sierra Park) 125 Paseo de la Plaza, Los Angeles	0.5	Open area with plaza	530 ft from LAUS
Art District Dog Park 1004 E. 4th St, Los Angeles	<0.1	Dog park	1,160 ft
Arts District Park 501 Hewitt St, Los Angeles	0.5	Children's play area, picnic area	780 ft
Alternative 2			
Grand Hope Park 919 S. Grand Ave, Los Angeles	2.5	Urban park with playground and grass lawns amid mosaic-adorned clock tower	680 ft 920 ft from 7th Street/Metro Center Station
6th & Gladys Street Park 808 E. 6th St, Los Angeles	0.3	Unstaffed park with picnic tables, half-court basketball, and outdoor exercise equipment	830 ft

Facility	Total Size (acres)	Amenities	Distance to Build Alternatives[1] (feet)
Alternatives 1 and 2			
Fred Roberts Recreation Center 4700 S. Honduras St, Los Angeles	2.5	Barbecue pits, basketball courts (lighted/outdoor), children play area, community room, picnic tables, volleyball courts (lighted), kitchen, outdoor fitness equipment, synthetic soccer field (unlighted), on-site parking	60 ft
Ross Snyder Recreation Center 1501 E. 41st St, Los Angeles	6.7	Baseball diamond (lighted), basketball courts (lighted/indoor), basketball courts (lighted/outdoor), children play area, picnic tables, seasonal pool (outdoor/unheated), soccer field (lighted), synthetic field, tennis courts (lighted), two baseball diamonds(lighted), beach volleyball courts (unlighted), on-site parking	1,050 ft
Alternatives 1, 2 and 3			
Slauson Multipurpose Center 5306 S. Compton Ave, Los Angeles	3.6	Auditorium, baseball diamond (lighted), basketball courts (lighted/indoor), children play area, community room, computer lab, kitchen, multipurpose room, outdoor fitness equipment, stage, football field (lighted), on-site parking	730 ft
Pueblo del Rio Recreation Center 5350 Alba St, Los Angeles	0.5	Children's play area	1,040 ft
Augustus F. Hawkins Natural Park 5790 Compton Ave, Los Angeles	8.5	Picnic tables, amphitheater, gardening boxes, walking paths, restroom(s), wetlands, nature museum hall, rental space, on-site parking	680 ft t; 780 ft from Slauson/A Line Station

Facility	Total Size (acres)	Amenities	Distance to Build Alternatives[1] (feet)
Raul R. Perez Memorial Park 6208 Alameda St, Huntington Park	4.5	Community building, indoor fitness room, large room and kitchen, grass sports field (lighted), outdoor basketball courts (lighted), children's playground, walking trail, outdoor gym, on-site parking	200 ft
Salt Lake Park 3401 E. Florence Ave, Huntington Park	23.0	Recreation center, gymnasium, grass soccer field, synthetic grass soccer field, baseball diamonds, batting cages, skate park, tennis courts, weight room, picnic areas, barbecues, children's playgrounds, concession stand, meetings rooms, on-site parking	70 ft; 480 ft from Florence/Salt Lake Station
Lugo Park 7801 Otis Ave, Cudahy	4.4	Youth center, fitness center, gazebo with barbecues, tot-lot synthetic grass soccer field, on-site parking	200 ft
Circle Park 10129 Garfield Ave, South Gate	4.0	Children playground, open grass area, baseball diamond, on-site parking	1,050 ft
Alternatives 1, 2, 3, and 4			
Hollydale Community Center 12221 Industrial Ave, South Gate	2.2	Basketball court, community center, playground	20 ft
Paramount Park 14400 Paramount Blvd, Paramount	21.9	Playgrounds, handball courts (lighted), baseball diamonds (lighted), basketball court (lighted), picnic shelters/barbecues, gymnasium, walking path, restrooms, pool, on-site parking	10 ft; 700 ft from Paramount/ Rosecrans Station; 720 ft from Paramount MSF site option
Village Skate Park 7718 Somerset Blvd, Paramount	0.3	Skate park, lighted basketball court, picnic area, playground	510 ft from Paramount MSF site option
Pirate Park 16559 Bellflower Blvd, Bellflower	<0.1	Pirate-themed children's playground, on-site parking	510 ft 790 ft from Bellflower Station

Facility	Total Size (acres)	Amenities	Distance to Build Alternatives[1] (feet)
Simms Park 16614 Clark Ave, Bellflower	12.6	Auditorium, multipurpose rooms, picnic shelter, lighted softball fields, basketball court, playground, barbeque braziers, fitness center and trail, on-site parking	970 ft
Ruth R. Caruthers Park 10500 E. Flora Visa St, Bellflower	20.0	Baseball/softball fields (lighted), batting cages, skate park, game room, picnic areas, wading pool, playgrounds, lighted tennis courts, lighted basketball court, lighted volleyball courts, lighted handball courts, tetherball courts, fitness center, 2-mile fitness course, equestrian path, barbecues, 2.5-mile bike trail, on-site parking	50 ft
Bellflower Skate Park 10500 E. Flora Visa St, Bellflower	0.2	Skate park, on-site parking	760 ft
Flora Vista Dog Park 9203 Flora Vista St, Bellflower	0.6	Dog park, on-site parking	Adjacent to Bellflower MSF site option
Iron Wood Nine Golf Course 16449 Piuma Ave, Cerritos	26.6	Golf course and driving range, on-site parking	670 ft
Rosewood Park 17715 Eric Ave, Cerritos	6.0	Basketball court, sand area with playground equipment, picnic shelters, barbecues, multipurpose field, on-site parking	60 ft
Artesia Park 1870 Clarkdale Ave, Artesia	14.5	Banquet space, baseball/softball diamond, basketball court, meeting rooms, picnic areas, picnic shelters, children's playground, restrooms, soccer field, tennis court, on-site parking	270 ft 1,060 ft from Pioneer Station

Facility	Total Size (acres)	Amenities	Distance to Build Alternatives[1] (feet)
School Facilities [2]			
Alternatives 1, 2, 3			
Lillian Street Elementary School 5909 Lillian St, Los Angeles	2.8	Playground, asphalt play areas include track, tennis court, four-square, basketball and other ball courts, and miscellaneous play space	90 ft
San Antonio Elementary School 6222 State St, Huntington Park	2.2	Asphalt play areas include track, tennis court, basketball and other ball courts, and miscellaneous play space	120 ft
Legacy High School Complex 5225 Tweedy Blvd, South Gate	7.3	Baseball field, open field, tennis courts	120 ft
Alternatives 1, 2, 3 and 4			
Paramount High School 14429 Downey Ave, Paramount	15.8	Baseball field, open field space, tennis courts, basketball courts, football field	60 ft
Paramount Park Elementary/ Middle School 14608 Paramount Blvd, Paramount	7.5	Playfield	100 ft

Source: TAHA, 2020
Notes: LAUS = Los Angeles Union Station; MSF = maintenance and storage facility
[1] Distance is measured from the nearest point of the project alignment, station, or MSF to the recreational facility. Distance is measured to the Build Alternatives alignment unless otherwise noted.
[2] Recreational facilities at the school facilities listed in the table are open for public use during non-school hours.

4.2 Bike Facilities

Using Caltrans' *Highway Design Manual* (2016c), bicycle facilities are classified as Class I, II, and III. Class I bikeways provide a completely separated ROW for the exclusive use of bicycles and pedestrians. Class II bike lanes are typically striped lanes for one-way bike travel on a street or highway. Class III bike paths are signed shared roadways (sharrows) that provide shared use with pedestrians or motor vehicle traffic. Class IV bikeways are protected bike lanes that are physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with grade separation, flexible bollards, or permanent barriers. Table 4.2 summarizes the bike facilities identified within 0.25 mile of the Build Alternatives.

Table 4.2. Bike Facilities Identified within 0.25-Mile of Build Alternatives

Facility Name/Location	Total Length	On-site Parking	Location to Build Alternatives
City of LA Citywide Bikeway System Citywide Los Angeles	593 miles	No	Citywide with Class I, II, III, and IV bike lanes
LA River Bike Path Along LA River	20 miles	No	Crosses under the alignment at the LA River
Rio Hondo Bike Path City of South Gate	16.8 miles	No	Crosses under the alignment at the Rio Hondo
Paramount Bike Trail City of Paramount	2.3 miles	No	Class I; Parallels the alignment with segments within the LADWP utilities corridor and Metro-owned right-of-way from the LA River to Lakewood Blvd
Bellflower Bike Trail City of Bellflower	2.7 miles	No	Parallels the alignment within the Metro-owned right-of-way between Somerset Boulevard to just north of the SR-91 freeway
San Gabriel River Mid-Trail Along San Gabriel River	28 miles	No	Crosses under the alignment at the San Gabriel River

Source: TAHA, 2021

4.3 Community Facilities

Community facilities identified within the Affected Area include schools, places of worship, emergency services, government offices, health services, museums, library facilities, and other social services (i.e., cemetery, adult care, social assistance). Table 4.3 summarizes the community facilities identified within 0.25 mile of the Build Alternatives.

Table 4.3. Community Facilities Identified within 0.25-Mile of Build Alternatives

Community Facility[1]	Alternative 1	Alternative 2	Alternative 3	Alternative 4
School Facility	45	49	34	15
Places of Worship	57	47	41	25
Emergency Services Facility	9	8	7	3
Government Offices	33	18	12	5
Health Services	12	11	7	5
Museum	17	6	2	2
Library Facility	3	3	3	3
Other Social Services (i.e., cemetery, adult care, social assistance)	23	29	10	5
Total	**199**	**171**	**116**	**63**

Source: TAHA, 2021
Note: [1] Distance to the resource facility is measured from the nearest point of the project alignment, station, or MSF.

A total of 235 community facilities are identified within the Affected Area for the Build Alternatives, including 199 community facilities for Alternative 1, 171 community facilities for Alternative 2, 116 community facilities for Alternative 3, and 63 community facilities for Alternative 4.[2] Eleven community facilities are identified within 0.25 mile of the Paramount MSF site option, including four school facilities, two places of worship, one government office, one emergency services facility, two health clinics, and one other community/social service facility. Three community facilities are located within 0.25 mile of the Bellflower MSF site option, including two school facilities and one place of worship. Table 4.4 identifies the community facilities within the Affected Areas for the Build Alternatives.

Table 4.4. Community Facilities Identified within 0.25-Mile of Build Alternatives

Facility	Address	Distance to Build Alternatives[1] (feet)
School Facility		
Alternative 1		
Le Petite Academy of Los Angeles	750 N Alameda St, Los Angeles	80 ft
Miyako Sushi & Washoku School	843 E 4th St, Los Angeles	470 ft
Southern California Institute of Architecture	960 E 3rd St, Los Angeles	1,140 ft
Alternative 2		
Fashion Institute of Design & Merchandising-Los Angeles	919 S Grand Ave, Los Angeles	820 ft t
Jardin de la Infancia	307 E 7th St, Los Angeles	850 ft
Ninth Street Elementary School	835 Stanford Ave, Los Angeles	990 ft
Salvation Army Los Angeles Day Care Center	836 Stanford Ave, Los Angeles	1,100 ft
SIATech Academy South	634 S Spring St, Los Angeles	970 ft
The Chicago School of Professional Psychology	617 W. 7th St, Los Angeles	670 ft
University Preparatory Value High School	700 Wilshire Blvd, Los Angeles	950 ft
Alternatives 1 and 2 [2]		
Animo Jefferson Charter Middle School	1655 E 27th St, Los Angeles	180 ft
Animo Ralph Bunche Charter High School	1655 E 27th St, Los Angeles	180 ft
Inner City Arts - Art School	720 Kohler St, Los Angeles	1,290 (Alt 1) 300 ft (Alt 2)
Korpus School of Art & Gallery - Art School	1300 Factory Pl, Los Angeles	710 ft (Alt 1) 1,290 ft (Alt 2)

[2] Facilities are not mutually exclusive to each Alternative, and individual facilities may be present in the Affected Area of multiple Alternatives.

Facility	Address	Distance to Build Alternatives[1] (feet)
Metropolitan Continuation High School	727 S Wilson St, Los Angeles	1,180 ft
Nevin Avenue Elementary School	1569 E 32nd St, Los Angeles	930 ft
PACE Head Start -Lindsey	1584 E Martin Luther King Jr Blvd, Los Angeles	1,130 ft
Para Los Ninos Charter Elementary School	1617 E 7th St, Los Angeles	540 ft
Alternatives 1, 2, and 3 [2]		
Alliance Kory Hunter Middle School	5886 Compton Ave, Los Angeles	1,030 ft
Holmes Avenue Early Education Center	1810 E 52nd St, Los Angeles	710 ft
Holmes Avenue Elementary School	5108 Holmes Ave, Los Angeles	670 ft
Lillian Street Elementary School	5909 Lillian St, Los Angeles	270 ft
PACE Head Start - Early Explorer	1594 E 54th St, Los Angeles	670 ft
Aspire Huntington Park Charter School	6005 Stafford Ave, Huntington Park	670 ft
Henry T. Gage Middle School	2880 Gage Ave, Huntington Park	1,100 ft
Huntington Park High School	6020 Miles Ave, Huntington Park	660 ft
Huntington Park/Bell Community Adult School	2945 Belgrave Ave, Huntington Park	970 ft
Linda Esperanza Marquez High School	6361 Cottage St, Huntington Park	1,080 ft
PREPA TEC Middle School (6th & 7th Grade)	2665 Clarendon Ave, Huntington Park	640 ft
PREPA TEC Middle School (8th Grade)	6005 Stafford Ave, Huntington Park	670 ft
San Antonio Elementary School	6222 State St, Huntington Park	380 ft
San Antonio High School	2911 Belgrave Ave, Huntington Park	940 ft
Southeast-Rio Vista Family YMCA Preschool	3355 E Gage Ave, Huntington Park	450 ft
United Education Institute-Huntington Park Campus	6055 Pacific Blvd, Huntington Park	370 ft
Teresa Hughes Elementary School	4242 Clara St, Cudahy	980 ft
Magnolia Science Academy 8-Bell	6411 Orchard Ave, Bell	1,150 ft
Legacy High School Complex	5225 Tweedy Blvd, South Gate	1,090 ft
Alternatives 1, 2, 3, and 4 [2]		
Our Lady Rosary Catholic School	14813 Paramount Blvd, Paramount	1,470 ft
Paramount Adult School	14507 Paramount Blvd, Paramount	600 ft
Paramount High School	14429 Downey Ave, Paramount	1,030 ft
Paramount Park Middle School	14608 Paramount Blvd, Paramount	970 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Paramount Unified Community Day School	14507 Paramount Blvd, Paramount	710 ft
Wirtz Elementary School	8535 Contreras St, Paramount	780 ft
Adventist Union School	15548 Santa Ana Ave, Bellflower	360 ft
Albert Baxter Elementary School	14929 Cerritos Ave, Bellflower	1000 ft
Valley Christian Elementary School	17408 Grand Ave, Bellflower	1,080 ft
St. Pius X - St. Matthias Academy	7851 Gardendale St, Downey	1,150 ft
Montessori House of Children	18523 Arline Ave, Artesia	1,020 ft
Our Lady of Fatima Catholic School	18626 Clarkdale Ave, Artesia	1,120 ft
Gahr High School	11111 Artesia Blvd, Cerritos	1,010 ft
PCI College	17215 Studebaker Rd, Cerritos	930 ft
Valley Christian High School	17700 Dumont Ave, Cerritos	930 ft
Places of Worship		
Alternative 1		
Centenary United Methodist Church	300 S Central Ave, Los Angeles	350 ft
Higashi Hongwangji Buddhist Temple	505 E. 3rd St, Los Angeles	630 ft
Jodoshu North American Buddhist Missions	442 E 3rd St, Los Angeles	960 ft
Koyasan Buddhist Temple	342 E 1st St, Los Angeles	510 ft
La Iglesia De Nuestra Senora La Reina De Los Angeles	535 N. Main St, Los Angeles	730 ft
La Plaza United Methodist Church	115 Paseo de la Plaza, Los Angeles	640 ft
Nishi Hongwanji Buddhist Temple	815 E 1st St, Los Angeles	1,110 ft
Salvation Army	809 E 5th St, Los Angeles	830 ft
St. Francis Xavier Church Japanese Catholic Center	222 S Hewitt St, Los Angeles	600 ft
Union Church of Los Angeles	401 E 3rd St, Los Angeles	1,100 ft
Zenshuji Soto Mission	123 S Hewitt St, Los Angeles	570 ft
Alternative 2		
Third Church of Christ Scientist	730 S Hope St, Los Angeles	440 ft
Alternatives 1 and 2 [2]		
Goodwill Baptist Church	1614 E 41st St, Los Angeles	600 ft
Greater Olivet Baptist Church	1646 E 47th St, Los Angeles	420 ft
Mount Olive Baptist Church	4300 Compton Ave, Los Angeles	1,100 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Saints Home Church	1460 E 20th St, Los Angeles	1,090 ft
Virgin Mary Ethiopian Orthodox Tewahedo Church	4544 Compton Ave, Los Angeles	1,090 ft
Alternatives 1, 2, and 3 [2]		
Emmanuel Home Turner AME Church	5202 Compton Ave, Los Angeles	1,020 ft
Greater Holy St John Baptist	5536 Morgan Ave, Los Angeles	370 ft
ft Shiloh Missionary Baptist Church	1511 E 52nd St, Los Angeles	940 ft
Agape Come as You Are Christian Fellowship	6301 Miles Ave, Huntington Park	570 ft
Community Christian Church	6366 Passaic St, Huntington Park	1000 ft
El Evangelio Eterno/ Iglesia Adventista del Septimo Dia Church	6300 Stafford Ave, Huntington Park	600 ft
First Baptist Church of Huntington Park	2662 Clarendon Ave, Huntington Park	660 ft
Huntington Park Full Gospel Assembly Church	6128 Rita Ave, Huntington Park	270 ft
Iberoamerica Assembly of God	2805 Belgrave Ave, Huntington Park	810 ft
Jehovah's Witnesses	3700 E Florence Ave, Huntington Park	630 ft
Salvation Army	2965 E Gage Ave, Huntington Park	830 ft
Southeast Churches Services Center	2780 E Gage Ave, Huntington Park	1,030 ft
St. Martha Parish	6012 Seville Ave, Huntington Park	900 ft
Cudahy Roman Catholic Mission	4235 Clara St, Cudahy	1,060 ft
Primera Iglesia Bautista del Sur de Cudahy	4212 Clara St, Cudahy	910 ft
Full Gospel Tabernacle	9611 Alondra Blvd, Bellflower	380 ft
First Christian Reformed Church	18411 Alburtis Ave, Artesia	760 ft
Alternatives 1, 2, 3 and 4 [2]		
American Indian Bible Church	540 Main St, South Gate	140 ft
Community of Faith Bible Church	12025 Industrial Ave, South Gate	310 ft
Our Lady of the Rosary Catholic Church	14815 Paramount Blvd, Paramount	1,010 ft
Praise Chapel Paramount	8024 Somerset Blvd, Paramount	2,170 ft
Unshackled Ministries	8721 Paseo St, Paramount	620 ft
Abundant Life Ministries	9312 Alondra Blvd, Bellflower	560 ft
Bellflower Presbyterian Church	9630 Mayne St, Bellflower	650 ft
Bethany Christian Reformed Church	17054 Bixby Ave, Bellflower	1,000 ft
Hosanna Chapel	16517 Bellflower Blvd, Bellflower	490 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Hosanna Christian Fellowship	16705 Bellflower Blvd, Bellflower	1,030 ft
Little Zion Primitive Baptist	16434 Woodruff Ave, Bellflower	890 ft
Lord's Church LA	9740 Flower St, Bellflower	1,080 ft
Neighborhood Christian Fellows	9603 Belmont St, Bellflower	1,020 ft
Open Door Worship Center	16518 Adenmoor Ave, Bellflower	290 ft
Seventh-Day Adventist Church	17008 Bixby Ave, Bellflower	1,000 ft
Southland Christian Academy	16400 Woodruff Ave, Bellflower	940 ft
The Universal Church	15727 Bellflower Blvd, Bellflower	840 ft
Voice of the Family Ministries	16537 Bellflower Blvd, Bellflower	580 ft
World Mission Maranatha	9140 Alondra Blvd, Bellflower	1,130 ft
Artesia Cerritos United Methodist Church	18523 Arline Ave, Artesia	1,020 ft
Holy Family Catholic Church	18708 Clarkdale Ave, Artesia	410 ft
Heavenbound Christian Reformed Church	18100 Dumont Ave, Cerritos	1,060 ft
Living Water Mission Church	19200 Pioneer Blvd, Cerritos	1,110 ft
Emergency Services Facility		
Alternative 1		
Los Angeles County Sheriff - Metro Transit Services Bureau	1 Gateway Plaza Dr, Los Angeles	530 ft
Los Angeles Fire Department- Station 4	450 E Temple St, Los Angeles	340 ft
Alternative 2		
Los Angeles Fire Department-Station 9	430 E 7th St, Los Angeles	N/A
Alternatives 1, 2, and 3 [2]		
Los Angeles County Fire Department – Station 165	3255 Saturn Ave, Huntington Park	960 ft
Los Angeles County Fire Department-Station 164	6301 S Santa Fe Ave, Huntington Park	910 ft
Los Angeles County Fire Department-Station 165	3255 Saturn Ave, Huntington Park	1,040 ft
Los Angeles County Fire Department - Station 57	5720 Gardendale St, South Gate	490 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Alternatives 1, 2, 3 and 4 [2]		
Paramount Sheriff Sub Station	15001 Paramount Blvd, Paramount	1,970 ft
Los Angeles County Sheriff Bellflower Sub Station	16615 Bellflower Blvd, Bellflower	730 ft
Los Angeles County Fire Department Station 30	19030 Pioneer Blvd, Cerritos	700 ft
Government Offices		
Alternative 1		
City of Los Angeles Medical Services - Public Health Department	520 E Temple St, Los Angeles	550 ft
City of Los Angeles Office of the City Attorney - Victim Assistance Unit	201 N Los Angeles St, Los Angeles	1,160 ft
Department of Public Social Services District 14	813 E 4th Pl, Los Angeles	640 ft
Edward R. Roybal Federal Building and Courthouse	255 E Temple St, Los Angeles	560 ft
Federal Protection Services	255 E Temple St, Los Angeles	560 ft
General Relief and Calfresh Program Division - Civic Center District Office - 14	813 E 4th Pl, Los Angeles	640 ft
Japanese Chamber of Commerce of Southern California	244 S San Pedro St, Los Angeles	1,260 ft
LA County Men's Central Jail	441 Bauchet St # 1017	1,110 ft
Los Angeles County Superior Court - Central District	429 Bauchet St, Los Angeles	950 ft
Los Angeles Department of Transportation Transit Service	201 N Los Angeles St #18B, Los Angeles	1,160 ft
Los Angeles Police Department	555 Ramirez St, Los Angeles	1,220 ft
Los Angeles Police Department Metropolitan Detention Center	180 N Los Angeles St, Los Angeles	1,090 ft
Southern California Regional Rail Authority	1 Gateway Plaza Dr, Los Angeles	530 ft
U.S. Bankruptcy Court - Central District of California	255 E Temple St, Los Angeles	560 ft
U.S. Commission on Civil Rights - Western Regional Office	300 N Los Angeles St, Los Angeles	940 ft
U.S. Department of Homeland Security - Immigration and Customs Enforcement	300 N Los Angeles St, Los Angeles	940 ft
U.S. Department of Justice - Drug Enforcement Administration	255 E Temple St, Los Angeles	560 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
U.S. Post Office	300 N Los Angeles St, Los Angeles	940 ft
U.S. Post Office-Terminal Annex	900 N Alameda St, Los Angeles	210 ft
Alternative 2		
California State Controller's Office - Los Angeles Office	777 S. Figueroa St, Los Angeles	110 ft
City of Los Angeles Homeless Services Authority	811 Wilshire Blvd, Los Angeles	960 ft
Children's Health Initiative of Greater Los Angeles	1055 W 7th St, Los Angeles	490 ft
U.S. Postal Office	750 W 7th St, Los Angeles	380 ft
Alternatives 1 and 2 [2]		
California State Department of Corrections and Rehabilitation - Division of Adult Parole Operations	2444 S Alameda St, Los Angeles	1,030 ft
U.S. Post Office	1122 E 7th St, Los Angeles	1,260 ft (Alt 1) 940 ft (Alt 2)
Alternatives 1, 2, and 3 [2]		
Greater Huntington Park Area Chamber of Commerce	6330 Pacific Blvd, Huntington Park	1,020 ft
Los Angeles County Department of Mental Health - San Antonio Mental Health Center	2629 Clarendon Ave, Huntington Park	660 ft
U.S. Social Security Administration	6303 Rugby Ave, Huntington Park	800 ft
County of Los Angeles Department of Public Social Services	8130 Atlantic Ave, Cudahy	1,110 ft
Los Angeles County Agriculture	11012 Garfield Ave, South Gate	130 ft
Los Angeles County Animal Shelter	11258 Garfield Ave, Downey	520 ft
Los Angeles Public Works	11282 Garfield Ave, Downey	620 ft
Alternatives 1, 2, 3 and 4 [2]		
Paramount School District Office	15110 California Ave, Paramount	2,060 ft
Bellflower Chamber of Commerce	16730 Bellflower Blvd #A, Bellflower	1,100 ft
Bellflower City Hall	16600 Civic Center Dr, Bellflower	290 ft
Los Angeles County Sheriff - Civil - Bellflower Courthouse	10025 Flower St, Bellflower	410 ft
U.S. Post Office	9835 Flower St, Bellflower	970 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Health Services		
Alternative 1		
Aliva Health and Wellness Center	420 E 3rd St, Los Angeles	1,140 ft
Downtown Mental Health Center	617 E 5th St, Los Angeles	1,260 ft
Homeless Health Care Los Angeles - Center for Harm Reduction	512 E 4th St, Los Angeles	1,000 ft
Temple Medical Center	127 Vignes St, Los Angeles	1,270 ft
US Department of Veterans Affairs - Los Angeles Ambulatory Care Center	351 E Temple St, Los Angeles	220 ft
Alternative 2		
Arthritis Foundation Pacific Region	800 W 6th St, Los Angeles	1,110 ft
Asian Pacific Counseling and Treatment Centers - Metro Center	605 W Olympic Blvd, Los Angeles	1,150 ft
Downtown Mental Health Center FSP Program	631 S Maple Ave, Los Angeles	1,240 ft
Total Family Support Clinic	830 S Olive St, Los Angeles	350 ft
Alternatives 1, 2, and 3 [2]		
Altamed - Senior Buenacare	6330 Rugby Ave, Huntington Park	1,050 ft
San Antonio Mental Health Center	2629 Clarendon Ave, Huntington Park	660 ft
Alternatives 1, 2, 3 and 4 [2]		
Clinica Medica Hispana Medical Corporation	14906 Paramount Blvd, Paramount	1,720 ft
Paramount Family Pharmacy	8010 2nd Street, Paramount	1,570 ft
Bellflower Health Center	10005 Flower St, Bellflower	420 ft
Rio Hondo Mental Health Clinic	17707 Studebaker Rd, Cerritos	220 ft
SSG Alliance Health Clinic	11100 Artesia Blvd, Cerritos	1,050 ft
Museum		
Alternative 1		
A+D Architecture and Design Museum	900 E 4th St, Los Angeles	560 ft
América Tropical Interpretive Center	125 Paseo de la Plaza, Los Angeles	640 ft
Avila Adobe	10 Olvera St, Los Angeles	500 ft
Chinese American Museum	425 N Los Angeles St, Los Angeles	580 ft
Gateway to Nature – Western National Parks Center	130 Paseo De La Plaza, Los Angeles	650 ft
Italian American Museum of Los Angeles	644 N Main St, Los Angeles	400 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Japanese American National Museum	369 E 1st St, Los Angeles	320 ft
La Plaza de Cultura y Artes	501 N Main St, Los Angeles	890 ft
Museum of Social Justice	115 Paseo de la Plaza, Los Angeles	640 ft
Pico House	424 N Main St, Los Angeles	770 ft
Sepulveda House Museum	12 Olvera St, Los Angeles	490 ft
The Animal Museum	421 Colyton St, Los Angeles	520 ft
The Geffen Contemporary at MOCA - Modern Art Museum	152 N Central Ave, Los Angeles	270 ft
Velveteria: The Museum of Velvet Art	711 New High St, Los Angeles	1000 ft
Alternative 2		
Hive Gallery and Studios	729 Spring St, Los Angeles	350 ft
Old Plaza Firehouse	501 Los Angeles St, Los Angeles	1,230 ft
PYO Gallery LA	645 W 9th St, Los Angeles	660 ft
Alternatives 1 and 2 [2]		
Institute of Contemporary Art	1717 E 7th St, Los Angeles	960 ft
Alternatives 1, 2, 3 and 4 [2]		
Los Angeles County Fire Museum	9834 Flora Vista St, Bellflower	240 ft
Artesia Historical Museum	18648-18698 Alburtis Ave, Artesia	140 ft
Library Facility		
Alternatives 1, 2, 3 and 4 [2]		
Hollydale Library	12000 Garfield Ave, South Gate	1,250 ft
Clifton M. Brakensiek Library	9945 Flower St, Bellflower	600 ft
Artesia Public Library	18722 Clarkdale Ave, Artesia	450 ft
Other Social Services (i.e., cemetery, adult care, social assistance)		
Alternative 1		
Center for Health Justice	900 Avila St, Los Angeles	560 ft
Chinatown Senior Citizen Services Center	600 N Broadway, Los Angeles	1,140 ft
Executive Service Corps	1000 N Alameda St, Los Angeles	360 ft
Fred Jordan Mission	445 Towne Ave, Los Angeles	1,120 ft
Japanese American Citizens League	250 E 1st St, Los Angeles	900 ft
Japanese American Cultural & Community Center	244 San Pedro St, Los Angeles	1,260 ft
Little Tokyo Nutrition Services	455 E 3rd St, Los Angeles	860 ft

Facility	Address	Distance to Build Alternatives[1] (feet)
Parkinson's Support Group of Little Tokyo	401 E 3rd St, Los Angeles	1,130 ft
SSG-PROJECT 180	470 E 3rd St, Los Angeles	710 ft
Watts Labor Community Action Committee - Japanese Pioneer Center	401 E 3rd St, Los Angeles	1,140 ft
Alternative 2		
American Friends Service Committee - Western Region / I Have A Dream Foundation - Los Angeles	634 S Spring St, Los Angeles	970 ft
Big Brothers Big Sisters of Greater Los Angeles; Disability Rights Legal Center; Watts Health Center – House of Uhuru	800 S Figueroa St, Los Angeles	60 ft
Globe Theatre	740 S Broadway, Los Angeles	150 ft
Hope Coalition America	707 Wilshire Blvd, Los Angeles	970 ft
Lamp Community - Frank Rice Access Center	627 San Julian St, Los Angeles	1,260 ft
Las Familias Del Pueblo	307 E 7th St, Los Angeles	850 ft
Los Angeles Conservation Corps	605 W Olympic Blvd, Los Angeles	990 ft
Los Angeles Education Partnership	1055 W 7th St, Los Angeles	490 ft
Los Angeles Homeless Services Authority	811 Wilshire Blvd, Los Angeles	960 ft
Mexican American Legal Defense and Educational Fund	634 S Spring St, Los Angeles	970 ft
Orpheum Theatre	842 S Broadway, Los Angeles	470 ft
Peace Over Violence	1015 Wilshire Blvd, Los Angeles	950 ft
Salvation Army - Disaster Services Office	927 Francisco St, Los Angeles	940 ft
Salvation Army - Los Angeles Family Services Office	906 Francisco St, Los Angeles	730 ft
School on Wheels - Downtown La	600 E 7th St, Los Angeles	660 ft
Theatre at Ace Hotel	929 S Broadway, Los Angeles	1,010 ft
Alternatives 1 and 2 [2]		
Asian Rehabilitation Services Inc.	1813 E Washington Blvd, Los Angeles	610 ft
Para Los Niños	845 E 6th St, Los Angeles	1,000 (Alt 1) 820 ft (Alt 2)
Skid Row Housing Trust - Non-Profit Organization	1317 E 7th St, Los Angeles	580 (Alt 1) 390 ft (Alt 2)

Facility	Address	Distance to Build Alternatives[1] (feet)
Alternatives 1, 2, and 3 [2]		
Slauson Senior Citizen Center	5306 Compton Ave, Los Angeles	1,020 ft
Human Services Association	2629 Clarendon Ave, Huntington Park	660 ft
Salvation Army Corps Community Center	2965 E Gage Ave, Huntington Park	1,060 ft
Steelworkers Old Timers Foundation	3355 E Gage Ave, Huntington Park	450 ft
Hollydale Veterinary Hospital	11205 Garfield Ave, South Gate	440 ft
Alternatives 1, 2, 3, and 4 [2]		
Hollydale Community Center	12221 Industrial Ave, South Gate	280 ft
Imperial Alano Club	8021 Rosecrans Ave, Paramount	310 ft
Kingdom Causes Community Center	16429 Bellflower Blvd, Bellflower	280 ft
Woodruff Care Home	16409 Woodruff Ave, Bellflower	990 ft
Artesia Cemetery	11142 Artesia Blvd, Cerritos	1,170 ft

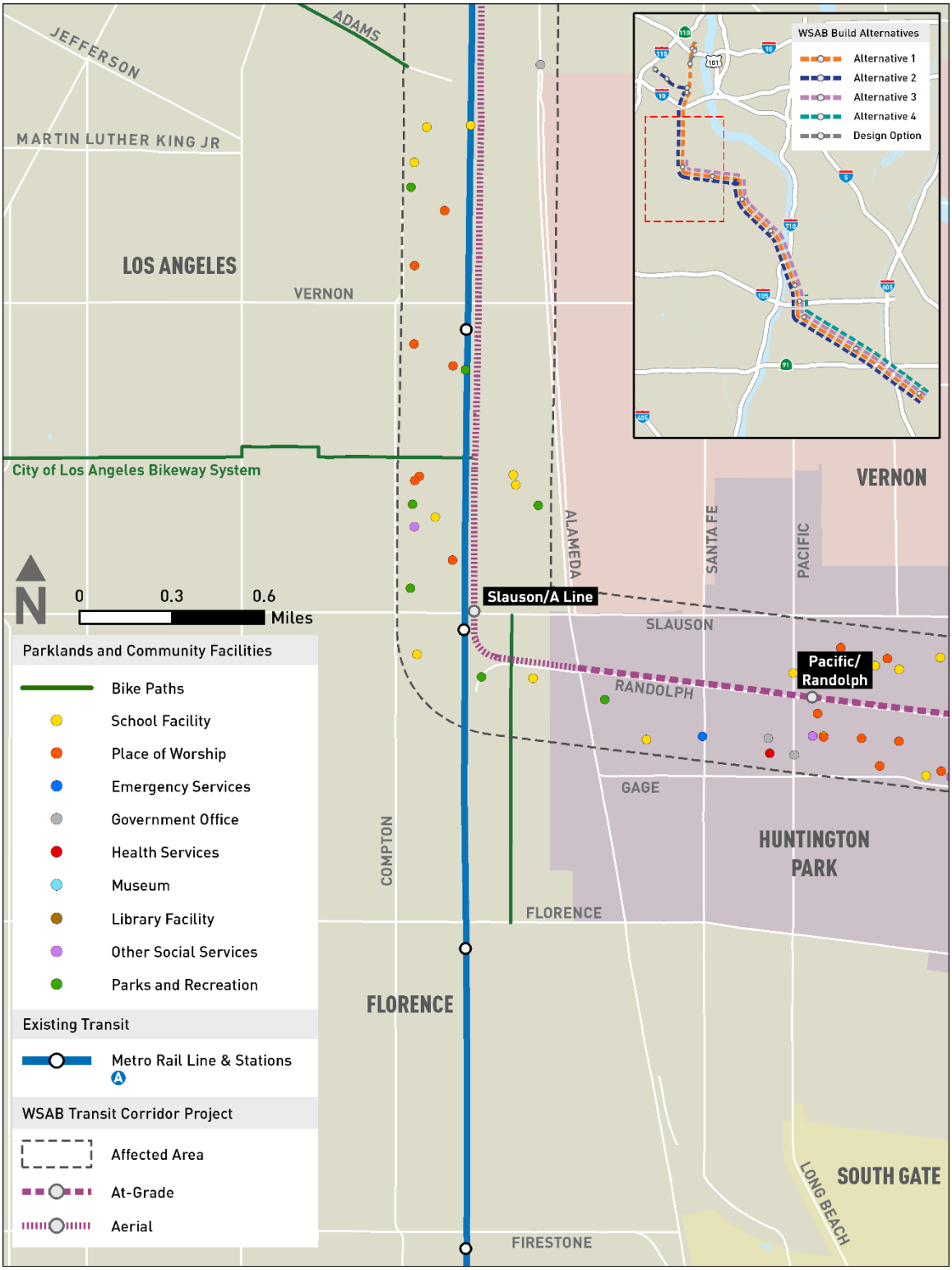
Source: TAHA, 2021.
Notes: [1] Distance identifies the community facilities located within 0.25-mile of the Build Alternatives alignment unless otherwise noted.
[2] Shared alignments and station areas for each Build Alternative unless otherwise noted.

Figure 4-1 through Figure 4-6 identify the approximate locations of the parklands, community facilities, and bike facilities located within 0.25 mile of the Build Alternatives.

Figure 4-1. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the Build Alternatives (Los Angeles Union Station to 38th Street, Los Angeles)

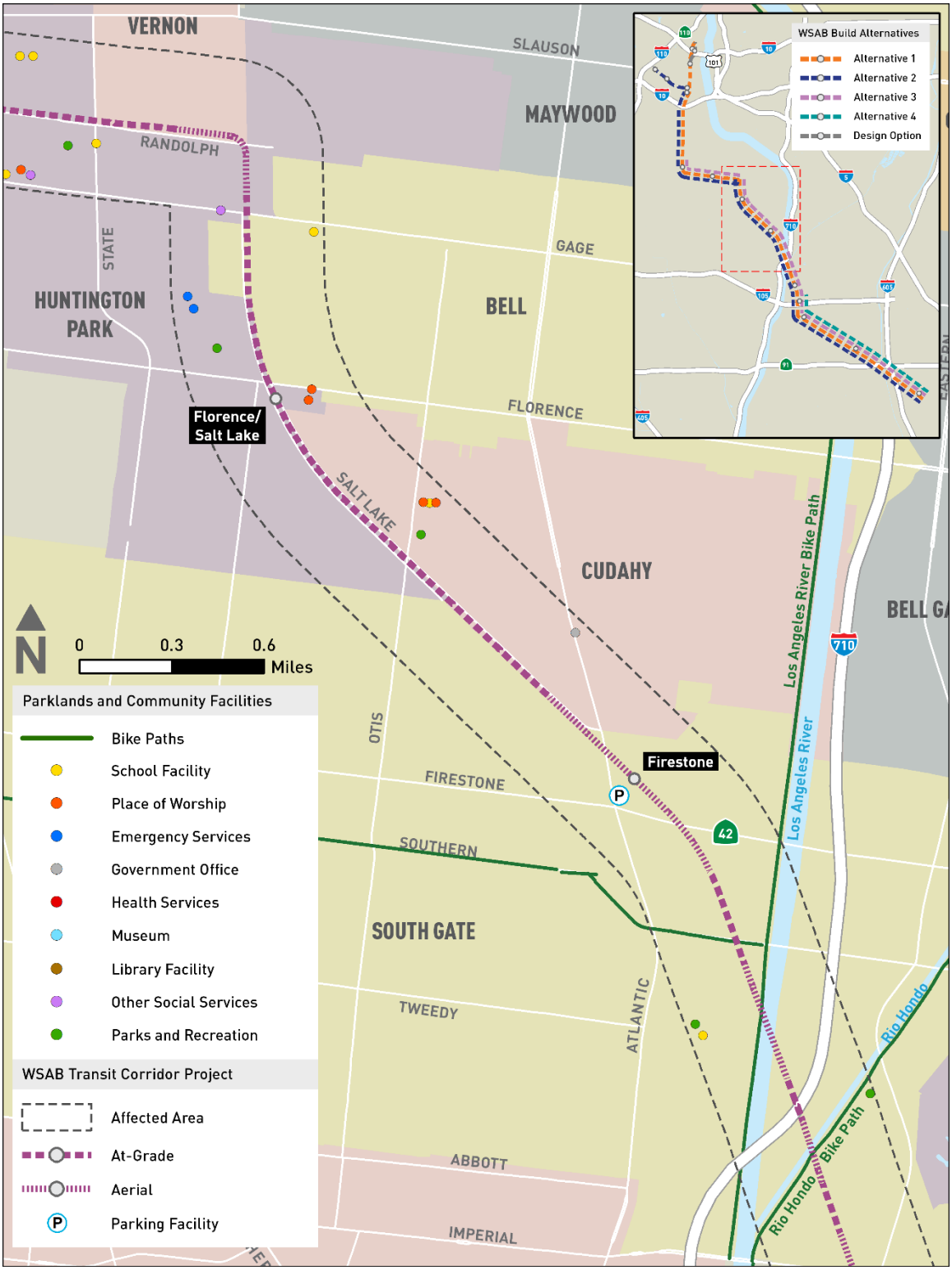
Source: TAHA 2021

Figure 4-2. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the Build Alternatives (38th Street, Los Angeles to Pacific/Randolph Station)



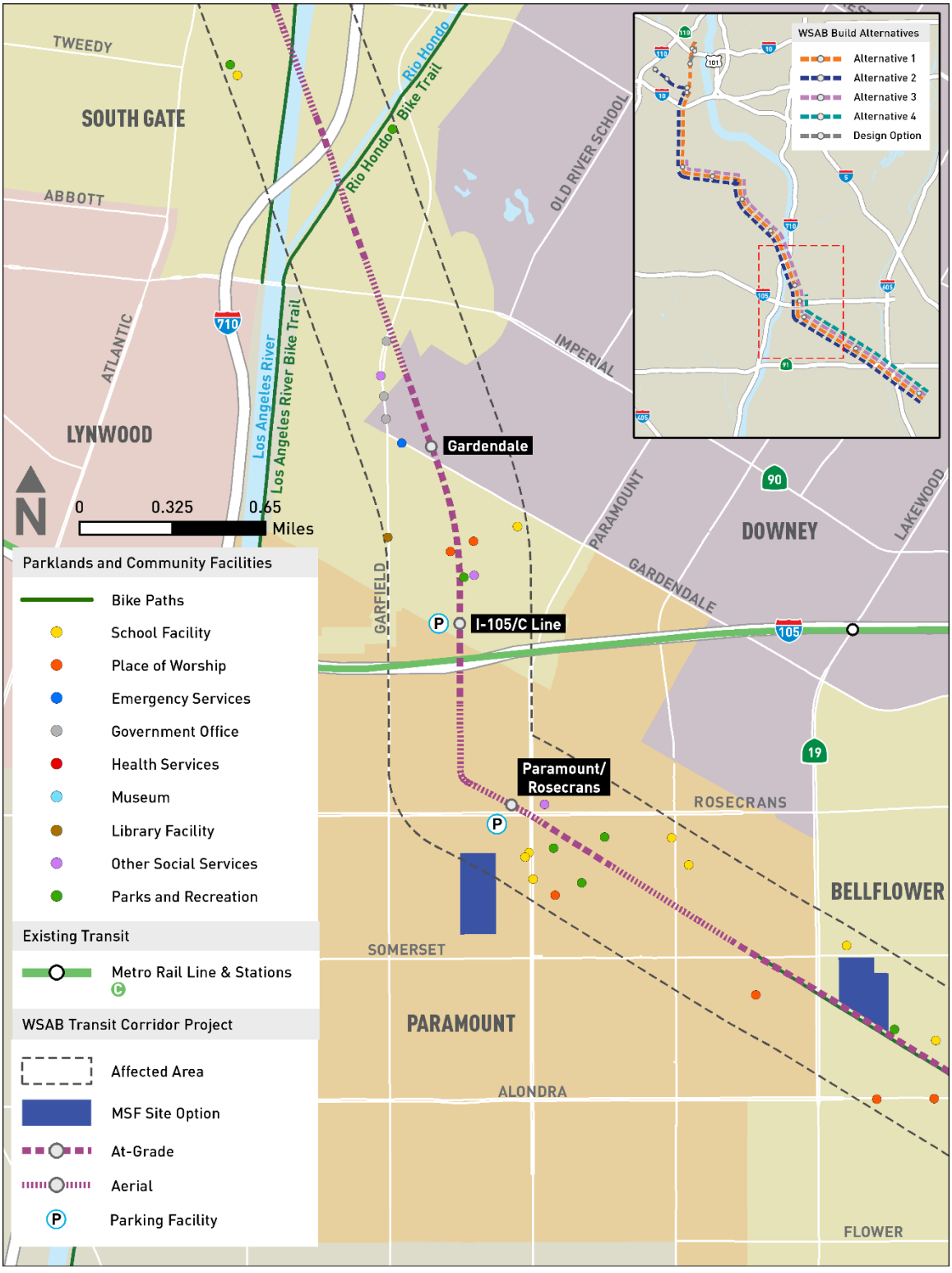
Source: TAHA 2021

Figure 4-3. Parkland, Bike Facilities, and Community Facilities within 0.25-miles of the Build Alternatives (Pacific/Randolph Station to Imperial Highway, South Gate)



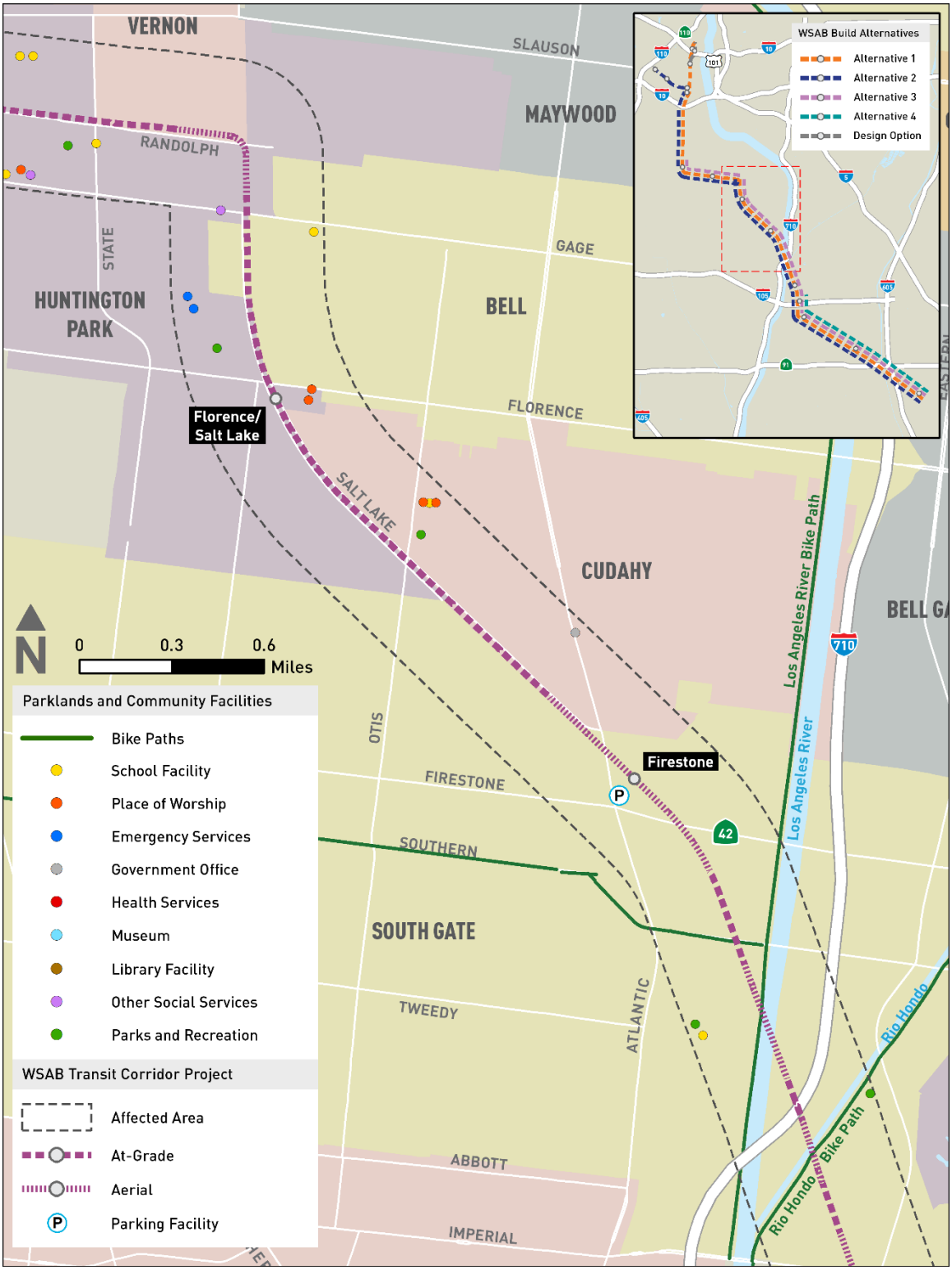
Source: TAHA 2021

Figure 4-4. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the Build Alternatives (Imperial Highway, South Gate to Alondra Boulevard, Bellflower)



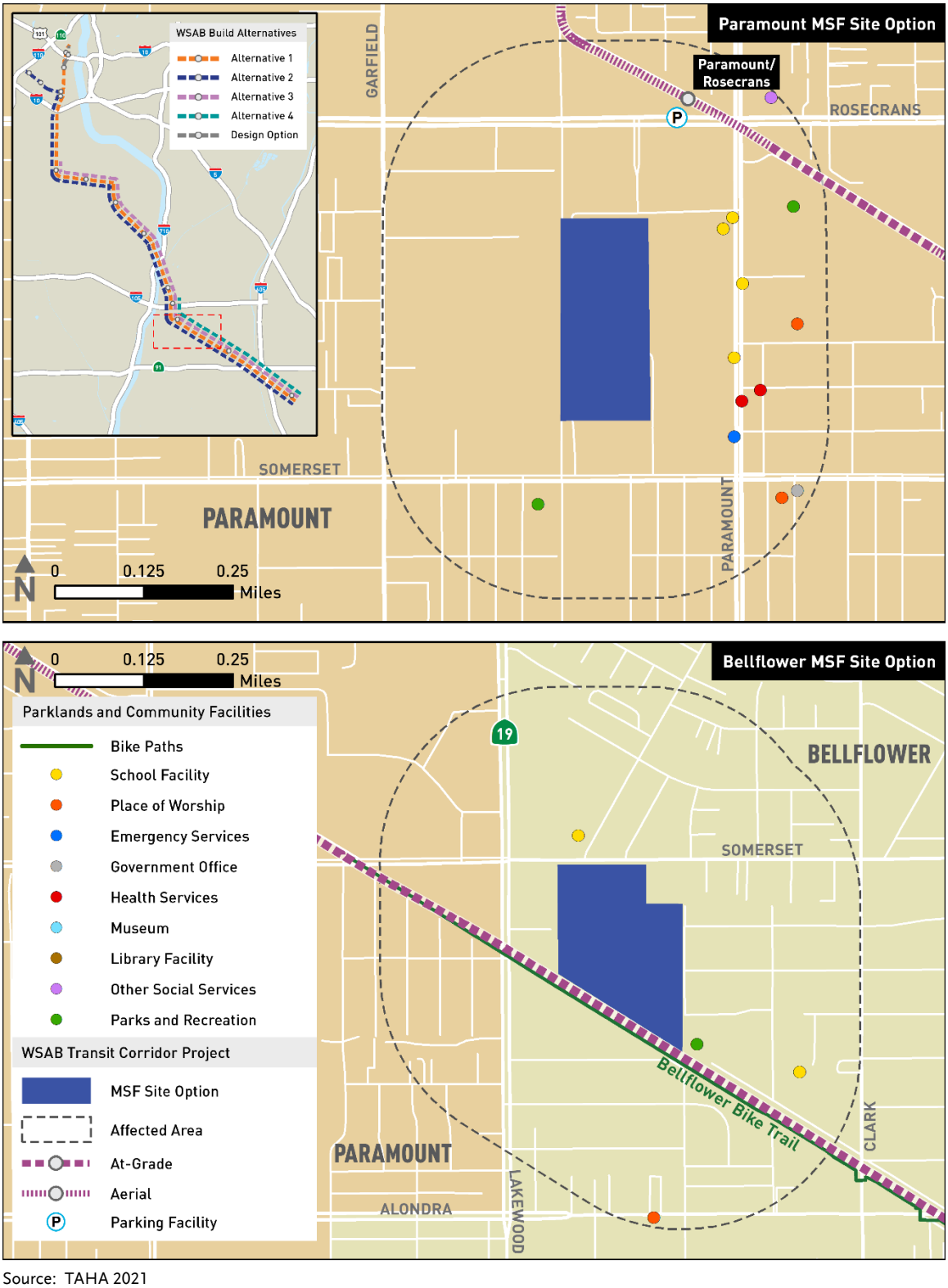
Source: TAHA 2021

Figure 4-5. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the Build Alternatives (Alondra Boulevard, Bellflower to South Street, Artesia)



Source: TAHA 2021

Figure 4-6. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the MSF Site Options



Source: TAHA 2021

5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the Southern California Association of Governments (SCAG) 2016 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (SCAG 2016a), Metro's 2009 *Long-Range Transportation Plan (LRTP) (Metro 2009a),* and Measure M. Under the No Build Alternative, the Project alignment would not be developed. As described in Table 2.1, infrastructure and transportation-related projects located within the Study Area would be implemented and built. These projects include the Metro East-West Line/Regional Connector/Eastside Phase 2, California High-Speed Rail, Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also includes local transportation-related projects, including Link Union Station (Link US), Active Transportation Rail to Rail/River Corridor, Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvement, I-710 Corridor Bike Path project, and Cesar Chavez Bus Stop Improvements projects. 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 Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *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.

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 in which adverse effects to parklands, bike facilities, or community facilities may occur. The Project would not be developed and no structures along the Project alignment would be demolished. The existing freight tracks within the rail ROW would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. As such, the Project would not address anticipated congestion that could affect access to parklands, bike facilities, or community facilities. Therefore, the No Build Alternative is not expected to result in adverse effects related to parklands, bike facilities, or community facilities.

5.2 Alternative 1: Los Angeles Union Station to Pioneer Station

5.2.1 Parklands

5.2.1.1 Acquisition

Alternative 1 would be located within street ROWs and rail ROWs, or within acquired properties, and not on or through parklands and recreational facilities. Project components (e.g., TPSS, parking facilities) of Alternative 1 would not result in the acquisition and displacement of parklands and recreational facilities.

Paramount Park's northern boundary is separated from the proposed alignment by a 110-foot Los Angeles Department of Water and Power (LADWP)-owned utility right-of-way. In addition to this utility right-of-way, a 40-foot wide strip owned by Metro is leased to the City

of Paramount and designated for '[p]arking and landscaping for Paramount Park only, and no other uses". Exhibit E to the lease states that "there is a possibility that the West Santa Ana Branch will be selected as a rail connector with Orange County. If such a decision is made, Metro will probably require the return of the entire right-of-way adjacent to Paramount Park." Per 23 CFR 774.11(h), the property was reserved in the lease agreement for future transportation use while functioning temporarily to support park use. [3]

Alternative 1 would require a partial property acquisition of the LADWP utility right-of-way to accommodate the track alignment, Paramount Bike Trial, and a permanent aerial easement on public ROW at the corner of Paramount Boulevard and Rosecrans Avenue, and along the northern boundary of Paramount Park. The primary use of the LADWP utility right-of-way is not for recreational uses and would not directly affect the function of Paramount Park or the Paramount Bike Trail. Alternative 1 would require termination of the lease agreement between Metro and the City of Paramount for the 40-foot wide section of the Metro-owned ROW currently used for parking and landscaping by Paramount Park. The reversion of the leased parking area does not require property acquisition within the Paramount Park boundary. Recreational facilities and buildings at the park would not be disturbed, and the general function of Paramount Park would remain unchanged.

Proposed TPSS sites and structures, and proposed parking facilities would be located on properties currently developed with surface parking lots, commercial uses, industrial uses, or are vacant, and abutting the proposed alignment. Proposed parking facilities at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station would be located on sites currently developed with commercial, industrial, and residential uses. These structures and facilities would not be located on or adjacent to parklands or sites developed with recreational facilities. Property acquisitions would comply with all applicable federal and state requirements, including the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1971 and the California Relocation Act. Therefore, Alternative 1 would not result in an adverse effect related to displacement or acquisition of a park.

5.2.1.2 Parking

Under Alternative 1, off-site parking at Salt Lake Park and on-site parking at Paramount Park would be affected. Approximately 114 off-site parking spaces located within the San Pedro Subdivision ROW along the northbound side of Salt Lake Avenue between Bell Avenue and Florence Avenue are currently used by Salt Lake Park visitors. Alternative 1 would require the removal/relocation of the off-site parking spaces; however, removal of the parking spaces would not result in an adverse effect related to parking or use of Salt Lake Park because other parking would remain available. The Salt Lake Park on-site parking lot along Salt Lake Avenue with approximately 58 parking spots and the 7 off-site parking spaces along the eastbound side of Salt Lake Avenue between Bell Avenue and Florence Avenue would not be affected. Street parking along Florence Avenue and Bissell Street in addition to other on-site and off-site parking around Salt Lake Park would remain unaffected. The general function of Salt Lake Park would not be impacted.

[3] License Agreement A000604 acknowledges that the return of the entire ROW adjacent to Paramount Park is a possibility for the WSAB rail connector project

Alternative 1 would require termination of the lease agreement between Metro and the City of Paramount for the 40-foot wide section of the Metro-owned ROW to accommodate the at-grade alignment and aerial easement. The area is currently used for parking and landscaping by Paramount Park. Approximately 20 (of over 300) on-site parking spots at Paramount Park along the northern boundary would be affected. However, the remaining approximately 280 on-site parking spots would be maintained to the extent feasible and off-site parking on Paramount Boulevard would not be affected. Park recreational facilities and buildings would not be disturbed, and the general function of Paramount Park would remain unchanged. Therefore, Alternative 1 would not result in an adverse effect related to park parking.

5.2.1.3 Access

The proposed alignment and stations of Alternative 1 would be located underground, at-grade, or aerial entirely within the street or rail ROWs or within acquired properties. Alternative 1 would not obstruct vehicle or pedestrian access to and from the parklands and recreational facilities in the Affected Area. Instead, accessibility to the parklands and recreational facilities may be improved by having a nearby transit station. However, where Alternative 1 becomes at-grade in the City of Los Angeles, the Fred Roberts Recreation Center and Lillian Street Elementary (its recreational facilities are for public use when school is not in session) would be located adjacent to the rail ROW, which currently contains the Metro A (Blue) Line. Salt Lake Park and Paramount Park are also located adjacent to the proposed alignment.

Safety barriers are currently in place along the Metro A (Blue) Line alignment for safety and to hinder illegal track crossings. Alternative 1 would include additional safety barriers as necessary throughout the proposed alignment and in the station areas. It can also be assumed that crossing the tracks as a form of a shortcut to access the adjacent parks is illegal. Pedestrian and vehicular access to parklands and recreational facilities would be maintained at intersections and not impeded as a result of Alternative 1. In addition, Alternative 1 would increase general access to the surrounding parks by providing new transit stations nearby park and recreational facilities. Furthermore, partial acquisition of the adjacent LADWP utility right-of-way and reversion of the leased parking in Paramount Park would not adversely affect existing vehicle and pedestrian access to the park, and access from Paramount Boulevard to Paramount Park would not be impacted. Therefore, Alternative 1 would not result in an adverse effect related to park access.

5.2.2 Bike Facilities

The existing and planned bike paths identified along Alternative 1 would help achieve Metro's First and Last Mile objectives for transit-oriented communities and provide connectivity to the station areas and surrounding communities. Street improvements as part of Alternative 1 (e.g., grade separations, signaling) would also be implemented using the Metro Rail Design Criteria (MRDC) or equivalent as design guidance to keep bike facilities accessible.

Bike facilities within 0.25-mile of the alignment of Alternative 1 include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System, the Los Angeles River Bike Path, Rio Hondo Bike Path, Paramount Bike Trail, Bellflower Bike Trail, San Gabriel River Mid-Trail, and bikeways maintained by the County of Los Angeles (see Figure 4-1 through Figure 4-5). Alternative 1 would not impede or affect access to and from the City of Los Angeles Bikeway System. A portion of the alignment would be aerial and cross above the Los Angeles River Bike Path and the Rio Hondo Bike Path in the City of South Gate via new bridges that span the river channels. As such, access to and from these bike paths would not be affected.

The alignment would also cross over the San Gabriel River Mid-Trail via the existing rail ROW bridge, and access to and from the bike paths would not be affected.

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 along this segment requiring 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. 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 and access to and from these bike path would not be affected. This segment of the existing bike trail is located at the end of the Paramount Bike Trail access to and from these bike paths would not be affected.

Additionally, Alternative 1 would also 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, the function of the bike trail would be maintained, and access to and from these bike path would not be affected. 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. Therefore, with the implementation of mitigation, Alternative 1 would not result in an adverse effect related to access to existing bike facilities.

The following analysis regarding the implementation of planned bike paths is further discussed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2021a). Alternative 1 could preempt or obstruct future development and implementation of bike paths proposed and identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016). The following rail ROW locations along the alignment would not have adequate space to accommodate a bicycle path, proposed tracks, and relocated freight tracks. 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. Therefore, they are remote and speculative. Alternative 1 would result in an inconsistency with the current local plans and an adverse effect would occur. Preempted planned bike paths include the following:

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 accommodate a planned Class I bicycle path along Salt Lake Avenue. Salt Lake Avenue ROW has sufficient space to accommodate a planned Class II or Class III bicycle path

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 within the City of Huntington Park, Bell and Cudahy connected within each city.

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 enough space to accommodate a planned bike path, LRT tracks, and the freight tracks north of Rayo Avenue and south of the LA River in the City of South Gate, nor space to develop a Class I bicycle path along Salt Lake Avenue. 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.

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 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, even with implementation of mitigation, an adverse effect would occur as Alternative 1 may preempt future development and implementation of a planned bike path, and limit access to bicycle facilities.

5.2.3 Community Facilities

5.2.3.1 Acquisition

Table 5.1 summarizes effects to community facilities along the Alternative 1 alignment. Property acquisitions would be required for permanent underground easements for tunneling; to accommodate aerial columns and structures, grade separations and track alignment; TPSS sites and structures; and parking facilities. Permanent underground easements for tunneling would be required but would not affect aboveground uses (e.g. Japanese American National Museum) or include areas with recreational use.

Partial property acquisition to accommodate grade separations would be required at San Antonio Elementary School on the edge of the property closest to the public sidewalks and along the southwestern corner of the Community of Faith Bible Church property. Partial property acquisition to accommodate a TPSS site would be required along the eastern boundary at the LADPW property adjacent to the rail ROW. The partial acquisitions would not disturb existing buildings or change or impact the functionality of the facilities or impact the general function or use of the community facilities. Other proposed TPSS sites and structures would be located on properties currently developed with surface parking lots, commercial uses, industrial uses, or are vacant, and abuts the proposed alignment. Proposed parking facilities for the Build Alternatives at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station would be located on sites currently developed with commercial, industrial, and residential uses and not on properties with community facilities. Partial property acquisition of these properties would not change or impact the functionality of the facilities and the proposed parking facilities would not be located on properties with community facilities. Therefore, Alternative 1 would not result in an adverse effect related to the functionality of the community facilities.

Table 5.1 Potential Adverse Effects to Community Facilities Located within 0.25 Mile of Build Alternatives

Build Alternatives	Facility Name	Type of Acquisition	Loss of Supporting Street Parking	Affects Vehicle Access	Affects Pedestrian Access
1	**Japanese American National Museum** 369 E. 1st St, Los Angeles	Partial acquisition; permanent underground easement	No	No	No
1, 2, 3	**American Indian Bible Church** 5840 Main St, South Gate	Partial acquisition; grade crossing	No	No	No
1, 2, 3	**San Antonio Elementary School** 6222 State St, Huntington Park	Partial acquisition; grade crossing	No	No	No

Source: TAHA 2021
Note: TPSS = traction power substation

5.2.3.2 Parking

Partial property acquisitions would not affect on-site or street parking for community facilities. Therefore, Alternative 1 would not result in an adverse effect related to community facility parking.

5.2.3.3 Access

Alternative 1 would be located underground, aerial, or at-grade in the street ROW, rail ROW, or within acquired properties and would not affect vehicle or pedestrian access to community facilities during operation. Access points to the affected community facilities would not be changed or impacted, and accessibility to community facilities to the nearest station areas would be enhanced. Partial property acquisitions would avoid impacting access points to community facilities, and pedestrian and vehicular access to community facilities would be maintained and would not be impeded. Therefore, Alternative 1 would not result in an adverse effect related to community facility access.

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

5.3.1 Parklands

5.3.1.1 Acquisition

Similar to Alternative 1, Alternative 2 would be located within street ROWs and rail ROWs, or within acquired commercial industrial, vacant, or parking lot properties, and not on or through parklands and recreational facilities and would result in the same partial property acquisition of a LADWP utility right-of-way along Paramount Park. Property acquisitions would comply with all applicable federal and state requirements, including the Uniform Relocation Assistance, Real Property Acquisition Act of 1971, and the California Relocation Act. Therefore, Alternative 2 would not result in an adverse effect related to displacement or acquisition of a park.

5.3.1.2 Parking

Parking impacts resulting from Alternative 2 would be the same as Alternative 1. Similarly, removal of the off-site parking spaces used by Salt Lake Park visitors and on-site parking in Paramount Park would not result in an adverse effect as adequate parking would still be available. The general function of Salt Lake Park and Paramount Park would not be impacted. Therefore, Alternative 2 would not result in an adverse effect related to park parking.

5.3.1.3 Access

Similar to Alternative 1, pedestrian and vehicular access to parklands and recreational facilities would be maintained at intersections and not impeded. Accessibility to parklands and recreational facilities may be improved by having a nearby transit station. The rail ROW would be located adjacent to the Fred Roberts Recreation Center, Lillian Street Elementary, Salt Lake Park and Paramount Park. Existing and proposed safety barriers along the proposed alignment would hinder illegal track crossings but do not limit park access at legal locations. Therefore, Alternative 2 would not result in an adverse effect related to park access.

5.3.2 Bike Facilities

Alternative 2 includes the same bike paths as Alternative 1 and would help achieve Metro's First and Last Mile objectives for transit-oriented communities and provide connectivity to the station areas and surrounding communities. Alternative 2 would result in the same changes to the Paramount Bike Trail and Bellflower Bike Trail as Alternative 1. 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 same planned bike paths identified in bicycle master plans for the Cities of Huntington Park, Bell, Cudahy, and South Gate and the City of Cudahy General Plan. 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. Therefore, they are 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 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, an adverse effect would occur as Alternative 2 may preempt future development and implementation of a planned bike path, and limit access to bicycle facilities.

5.3.3 Community Facilities

5.3.3.1 Acquisition

Similar to Alternative 1, partial property acquisitions would be required for permanent underground and above easements, to accommodate grade separations and track alignment, TPSS sites and structures, and parking facilities. Permanent underground easements for tunneling would be required but would not affect aboveground uses or include areas with recreational use. Similar to Alternative 1 and shown in Table 5.1, Alternative 2 may affect the Community of Faith Bible Church and San Antonio Elementary School. The partial property acquisitions would not change or impact the functionality of the facilities and the proposed

parking facilities would not be located on properties with community facilities. Therefore, Alternative 2 would not result in an adverse effect related to the functionality of community facilities.

5.3.3.2 Parking

Similar to Alternative 1, Alternative 2 would not affect on-site or street parking for community facilities. Therefore, Alternative 2 would not result in an adverse effect related to community facility parking.

5.3.3.3 Access

Similar to Alternative 1, Alternative 2 would be located underground, aerial, or at-grade in the street ROW, rail ROW, or within acquired properties and would not affect vehicle or pedestrian access to community facilities. Partial property acquisitions would avoid impacting access points to community facilities, and pedestrian and vehicular access to community facilities would be maintained and would not be impeded. Therefore, Alternative 2 would not result in an adverse effect related to community facility access.

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

5.4.1 Parklands

5.4.1.1 Acquisition

Similar to Alternatives 1 and 2, Alternative 3 would be located within street ROWs and rail ROWs, or within acquired commercial industrial, vacant, or parking lot properties, and not on or through parklands and recreational facilities and would result in the same partial property acquisition of a LADWP utility right-of-way along Paramount Park. Property acquisitions would comply with all applicable federal and state requirements, including the Uniform Relocation Assistance, Real Property Acquisition Act of 1971, and the California Relocation Act. Therefore, Alternative 3 would not result in an adverse effect related to displacement or acquisition of a park.

5.4.1.2 Parking

Similar to Alternatives 1 and 2, off-site parking used by Salt Lake Park visitors and on-site parking at Paramount Park would be affected. Similarly, removal of the off-site parking spaces used by Salt Lake Park visitors and on-site parking in Paramount Park would not result in an adverse effect as adequate parking would still be available. The general function of Salt Lake Park and Paramount Park would not be impacted. Therefore, Alternative 3 would not result in an adverse effect related to park parking.

5.4.1.3 Access

Similar to Alternatives 1 and 2, pedestrian and vehicular access to parklands and recreational facilities would be maintained at intersections and not impeded. Accessibility to parklands and recreational facilities may be improved by having a nearby transit station. The rail ROW would be located adjacent to the Fred Roberts Recreation Center, Lillian Street Elementary, Salt Lake Park and Paramount Park. Existing and proposed safety barriers along the proposed alignment would hinder illegal track crossings but do not limit park access at legal locations. Therefore, Alternative 3 would not result in an adverse effect related to park access.

5.4.2 Bike Facilities

Alternative 3 includes the same bike paths as Alternatives 1 and 2 and would help achieve Metro's First and Last Mile objectives for transit-oriented communities and provide connectivity to the station areas and surrounding communities. Alternative 3 would result in the same changes to the Paramount Bike Trail and Bellflower Bike Trail as Alternatives 1 and 2. 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 same bike paths identified in bicycle master plans for the Cities of Huntington Park, Bell, and South Gate, and the City of Cudahy General Plan. 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. Therefore, they are 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 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, an adverse effect would occur as Alternative 3 may preempt future development and implementation of a planned bike path, and limit access to bicycle facilities.

5.4.3 Community Facilities

5.4.3.1 Acquisition

Similar to Alternatives 1 and 2, partial property acquisitions would be required for permanent aerial easements, to accommodate grade separations and track alignment, TPSS sites and structures, and parking facilities. Alternative 3 may affect the Community of Faith Bible Church and San Antonio Elementary School. The partial property acquisitions would not change or impact the functionality of the facilities and the proposed parking facilities would not be located on properties with community facilities. Therefore, Alternative 3 would not result in an adverse effect related to the functionality of community facilities.

5.4.3.2 Parking

Similar to Alternatives 1 and 2, Alternative 3 would not affect on-site or street parking for community facilities. Therefore, Alternative 3 would not result in an adverse effect related to community facility parking.

5.4.3.3 Access

Similar to Alternatives 1 and 2, Alternative 3 would be located aerial or at-grade in the street ROW, rail ROW, or within acquired properties and would not affect vehicle or pedestrian access to community facilities. Partial property acquisitions would avoid impacting access points to community facilities, and pedestrian and vehicular access to community facilities would be maintained and would not be impeded. Therefore, Alternative 3 would not result in an adverse effect related to community facility access.

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

5.5.1 Parklands

5.5.1.1 Acquisition

Similar to Alternatives 1, 2 and 3, Alternative 4 would be located within street ROWs and rail ROWs, or within acquired commercial industrial, vacant, or parking lot properties, and not on or through parklands and recreational facilities and would result in the same partial property acquisition of a LADWP utility right-of-way along Paramount Park

Property acquisitions would comply with all applicable federal and state requirements, including the Uniform Relocation Assistance, Real Property Acquisition Act of 1971, and the California Relocation Act. Therefore, Alternative 4 would not result in an adverse effect related to displacement or acquisition of a park.

5.5.1.2 Parking

Similar to Alternatives 1, 2 and 3, on-site parking at Paramount Park would be affected. As discussed above, removal of the on-site parking in Paramount Park would not result in an adverse effect as adequate parking would still be available. The general function of Paramount Park would not be impacted. Therefore, Alternative 4 would not result in an adverse effect related to park parking.

5.5.1.3 Access

Similar to Alternatives 1, 2 and 3, pedestrian and vehicular access to parklands and recreational facilities would be maintained at intersections and not impeded. Accessibility to parklands and recreational facilities may be improved by having a nearby transit station. Existing and proposed safety barriers along the proposed alignment would hinder illegal track crossings but do not limit park access at legal locations. Therefore, Alternative 4 would not result in an adverse effect related to park access.

5.5.2 Bike Facilities

Alternative 4 includes the San Gabriel Bike Path, Paramount Bike Trail and Bellflower Bike Trail and would help achieve Metro's First and Last Mile objectives for transit-oriented communities and provide connectivity to the station areas and surrounding communities. Alternative 4 would result in the same changes to the Paramount Bike Trail and Bellflower Bike Trail as Alternatives 1, 2, and 3. 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, 3, Alternative 4 could preempt future development and implementation of the same bike paths identified in bicycle master plans for the City of South Gate. 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. Therefore, they are 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 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, an adverse effect would occur as Alternative 4 may preempt future development and implementation of a bike path, and limit access to bicycle facilities.

5.5.3 Community Facilities

5.5.3.1 Acquisition

Similar to Alternatives 1, 2 and 3, partial property acquisitions would be required for permanent aerial easements, to accommodate grade separations and track alignment, TPSS sites and structures, and parking facilities. The partial property acquisitions would not change or impact the functionality of the facilities and the proposed parking facilities would not be located on properties with community facilities. Therefore, Alternative 4 would not result in an adverse effect related to the functionality of community facilities.

5.5.3.2 Parking

Alternative 4 would not affect on-site or street parking used by visitors of community facilities. Therefore, Alternative 4 would not result in an adverse effect related to community facility parking.

5.5.3.3 Access

Similar to Alternatives 1, 2 and 3, Alternative 4 would be located aerial or at-grade in the street ROW, rail ROW, or within acquired properties and would not affect vehicle or pedestrian access to community facilities. Partial property acquisitions would avoid impacting access points to community facilities, and pedestrian and vehicular access to community facilities would be maintained and would not be impeded. Therefore, Alternative 4 would not result in an adverse effect related to community facility access.

5.6 Design Options

5.6.1 Design Option 1

5.6.1.1 Parklands

Design Option 1 would be located underground within LAUS and would not require the acquisition or displacement of parklands and recreational facilities. The nearest parkland would be Los Angeles Plaza Park located approximately 530 feet from Design Option 1. Therefore, Design Option 1 would not result in an adverse effect related to parklands and recreational facilities.

5.6.1.2 Bike Facilities

Design Option 1 would be located underground. Design Option 1 would not impede or affect access to and from the bikeways. Therefore, Design Option 1 would not result in an adverse effect related to bike facilities.

5.6.1.3 Community Facilities

Design Option 1 would not require the acquisition of community facility properties as the transit station would be underground at LAUS. In addition, Design Option 1 would not affect on- or off-site parking or impede vehicle and pedestrian access used for surrounding community facilities. Therefore, Design Option 1 would not result in an adverse effect related to community facilities.

5.6.2 Design Option 2

5.6.2.1 Parklands

Design Option 2 would construct the underground Little Tokyo Station and would not require the acquisition or displacement of parkland or recreational facilities. There are no adjacent parklands to the proposed Little Tokyo Station. In addition, Design Option 2 would not affect on-site or off-site parking or impede vehicle and pedestrian access used for surrounding parklands and recreational facilities. Therefore, Design Option 2 would not result in an adverse effect related to parklands and recreational facilities.

5.6.2.2 Bike Facilities

Design Option 2 would be underground and not impede or affect access to and from the bikeways. Therefore, Design Option 2 would not result in an adverse effect related to bike facilities.

5.6.2.3 Community Facilities

Design Option 2 would be underground and would not require the acquisition or displacement of community facilities. In addition, Design Option 2 would not affect on- or off-site parking or impede vehicle and pedestrian access used for surrounding community facilities. Therefore, Design Option 2 would not result in an adverse effect related to community facilities.

5.7 Maintenance and Storage Facility

5.7.1 Paramount MSF Site Option

5.7.1.1 Parklands

The Paramount MSF site option site is currently developed with the Paramount Swap Meet, Paramount Drive-in Theatre, and parking. No parkland and recreational facilities are located on the site for the Paramount MSF site option and the nearest parkland is Paramount Park located approximately 719 feet east of the Paramount MSF site option. The Paramount MSF site option would not affect on-site or street parking used by visitors to Paramount Park. Pedestrian and vehicle access to Paramount Park would be maintained and would not be impeded. Therefore, the Paramount MSF site option would not result in an adverse effect related to parklands and recreational facilities.

5.7.1.2 Bike Facilities

No bike paths are located adjacent to or would cross the Paramount MSF site option. Therefore, the Paramount MSF site option would not result in an adverse effect related to bike facilities.

5.7.1.3 Community Facilities

The Paramount MSF site option is currently developed with the Paramount Swap Meet, Paramount Drive-in Theatre, and associated parking and is not identified as a community facility. The property site would require a full property acquisition. The Paramount MSF site option would not affect on-site or street parking used by the surrounding community facilities. Access to surrounding community facilities would be maintained and vehicle or pedestrian access would not be impeded. Therefore, the Paramount MSF site option would not result in an adverse effect related to community facilities.

5.7.2 Bellflower MSF Site Option

5.7.2.1 Parklands

The Bellflower MSF site option site is City-owned, designated as Open Space by the City of Bellflower, and currently leased by the City for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). The recreational commercial business is not a public parkland or recreational facility and acquisition of this property would be required. 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. Metro continues to undergo extensive coordination with 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 nearest parkland is the Flora Vista Dog Park located adjacent to the southeastern edge of the property. The Bellflower MSF site option would not affect on-site or street parking used by visitors to Flora Vista Dog Park. Pedestrian and vehicle access to Flora Vista Dog Park would be maintained and would not be impeded.

5.7.2.2 Bike Facilities

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 impair the function of the bike trail and access to and from the bike trail would be maintained. Therefore, with implementation of the mitigation measure, the Bellflower MSF site option would not result in an adverse effect related to bike facilities.

5.7.2.3 Community Facilities

The Bellflower MSF site option is currently used by the Hollywood Sports Airsoft and Paintball Park and Bellflower BMX, a recreational commercial business, and is not identified as a community facility. The property site would require a full property acquisition. The Bellflower MSF site option would not affect on-site or street parking used by the surrounding community facilities. Access to surrounding community facilities would be maintained and vehicle or pedestrian access would not be impeded. Therefore, the Bellflower MSF site option would not result in an adverse effect related to community facilities.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

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

6.1 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?

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. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed within or along the rail ROW could be implemented and would not be affected by the Project. These bike paths would enhance and connect with existing active transportation corridors for the cities. The No Project Alternative would not impact off-site or on-site parking used for parklands or governmental facilities and would not result in the need for the expansion of or construction of new parkland or governmental facilities. In addition, the No Project Alternative would not provide greater accessibility to nearby parklands and governmental facilities as the Build Alternatives. Therefore, impacts to parks or recreational facilities and governmental facilities would be less than significant.

6.1.1.1 Mitigation Measures

No mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Alternative 1 is an infrastructure improvement project in an urban setting that would provide a mode of transportation, accessibility, and connectivity in the surrounding communities. Alternative 1 would not directly create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Instead, accessibility to parklands, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

As discussed in Section 5.2.2, Alternative 1 would help achieve Metro's First and Last Mile objectives for transit-oriented communities, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the

cities. Realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to bike facilities, and impacts would be less than significant. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would be effective to demonstrate that modifications to the bicycle facilities would maintain connectivity with other segments of the Paramount Bike Trail and Bellflower Bike Trail and further reduce impacts to a less than significant level as it relates to connectivity.

Alternative 1 could preempt future development and implementation of planned bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016) and would result in a significant and unavoidable impact. 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. Preempted planned bike paths include the following:

- Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy)
- Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate)

Converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and would maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact would occur. Metro continues to coordinate with jurisdictions and local agencies so that Alternative 1 would not preempt future development, goals, and plans within each jurisdiction. 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 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. As such, despite Metro's best efforts and coordination and with the implementation of mitigation, Alternative 1 may still preempt future development and the implementation of the planned bike paths and limit access to bicycle facilities. Therefore, even with implementation of mitigation, Alternative 1 would result in a significant and unavoidable impact.

6.1.2.1 Mitigation Measures

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

6.1.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternative 1, Alternative 2 would not directly create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities.

Instead, accessibility to the parkland, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

Similar to Alternative 1 and discussed in Section 5.3.2, Alternative 2 would help achieve Metro's First and Last Mile objectives for transit-oriented communities and the realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to the bike facilities. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would maintain connectivity of the bike trails and further reduce impacts to a less than significant level.

However, as discussed for Alternative 1, Alternative 2 could preempt future development and implementation of the same planned bike paths identified in bicycle master plans for the Cities of Huntington Park, Bell, and South Gate and the City of Cudahy General Plan resulting in a significant and unavoidable impact. 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, impacts would be significant and unavoidable.

6.1.3.1 Mitigation Measures

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

6.1.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternatives 1 and 2, Alternative 3 would not directly create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and impacts would be less than significant.

Similar to Alternatives 1 and 2 and discussed in Section 5.4.2, Alternative 3 would help achieve Metro's First and Last Mile objectives for transit-oriented communities and the realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to the bike facilities. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would maintain connectivity of the bike trails and further reduce impacts to a less than significant level. Alternative 3 could preempt future development and implementation of the same planned bike paths identified in bicycle master plans for the Cities of Huntington Park, Bell, Cudahy, and South Gate, and the City of Cudahy General Plan resulting in a significant and unavoidable impact.

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, impacts would be significant and unavoidable.

6.1.4.1 Mitigation Measures

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

6.1.4.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternatives 1, 2 and 3, Alternative 4 would not directly create or increase the residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and impacts would be less than significant.

Similar to Alternatives 1 and 2, and 3 and discussed in Section 5.5.2, Alternative 4 would help achieve Metro's First and Last Mile objectives for transit-oriented communities and the realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail would not result in adverse physical effects or prevent access to the bike facilities. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) would maintain connectivity of the bike trails and further reduce impacts to a less than significant level. Similar to Alternatives 1, 2, and 3, Alternative 4 could preempt future development and implementation of the same planned bike paths identified in bicycle master plans for the City of South Gate.

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, 2, and 3, Alternative 4 may still preempt future development and implementation of the future bike paths. Therefore, impacts would be significant and unavoidable.

6.1.5.1 Mitigation Measures

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

6.1.5.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.1.6 Design Options

6.1.6.1 Design Option 1

Design Option 1 would not directly generate new residential populations that would result in the need for new public recreational facilities or increase the use of existing parks or government facilities. In addition, Design Option 1 would be underground and not affect the functionality of parklands and recreation facilities, bike facilities, and government facilities. Therefore, impacts would be less than significant.

6.1.6.2 Design Option 2

Design Option 2 would not directly generate new residential populations that would result in the need for new public recreational facilities or increase the use of existing parks or government facilities. In addition, Design Option 2 would be underground and not affect the functionality of parklands and recreation facilities, bike facilities, and government facilities. Therefore, impacts would be less than significant.

6.1.6.3 Mitigation Measures

No mitigation measures are required.

6.1.6.4 Impacts Remaining After Mitigation

Less than significant impact.

6.1.7 Maintenance and Storage Facility

6.1.7.1 Paramount MSF Site Option

The Paramount MSF site options would not result in physical impacts to nearby parks or community facilities and would not generate a new residential population that would increase the need for new recreational facilities. In addition, no parklands and recreation facilities, bike facilities, and government facilities are located adjacent to or would cross the Paramount MSF site option. Therefore, impacts would be less than significant.

6.1.7.2 Bellflower MSF Site Option

The Bellflower MSF site options would not result in physical impacts to nearby public parks or community facilities and would not generate a new residential population that would increase the need for new recreational facilities. As discussed in Section 5.7.2.1, the City of Bellflower has confirmed that the site is designated as Open Space and currently leased by the city for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). 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. The land is not a public parkland or recreational facility, or government facility. Metro continues to undergo extensive coordination with 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. As discussed in Section 5.7.2.2, changes to the Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue and implementation with of Mitigation Measure LU-1 (Consistency with Bike Plans) would maintain access and connection between the bike facilities. Therefore, impacts would be less than significant.

6.1.7.3 Mitigation Measures

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

6.1.7.4 Impacts Remaining After Mitigation

Less than significant impact.

6.2 Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

6.2.1 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. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed

within or along the rail ROW could be implemented and would not be affected by the Project. These bike paths would enhance and connect with existing active transportation corridors for the cities. The No Project Alternative would not directly increase the use of the existing neighborhood and regional parks, bike facilities, or other recreational facilities and would not accelerate physical deterioration of such facilities. Therefore, impacts would be less than significant.

6.2.1.1 Mitigation Measures

No mitigation measures are required.

6.2.1.2 Impacts Remaining After Mitigation

Less than significant impact.

6.2.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Alternative 1 would improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station. Alternative 1 would not directly increase the local residential population that would result in an increase use of parklands and other recreational facilities. However, improved access to the recreational facilities may result in more use by the local and surrounding communities for recreational purposes. Occasionally, an increase in parkland and recreational facilities may also occur during large community events such as fairs and festivals. Such events would occur only occasionally, and the city departments would provide adequate services and resources to serve the attendees of these events. An increase in use could occur; however, it is anticipated to be minimal and the potential increase in the use of parklands and recreational facilities would not result in the need for construction of new parklands or community facilities.

The existing and planned bike paths identified along Alternative 1 would also help achieve Metro's First and Last Mile objectives for transit-oriented communities, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Street improvements as part of the Alternative 1 (e.g., grade separations, signaling) would also be implemented using the MRDC or equivalent as design guidance to keep bike facilities accessible. Bike facilities within 0.25-mile of the alignment of Alternative 1 include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System, the Los Angeles River Bike Path, Rio Hondo Bike Path, Paramount Bike Trail, Bellflower Bike Trail, and the San Gabriel River Mid-Trail. The existing Paramount Bike Trail and Bellflower Bike Trail would also need to be reconfigured to accommodate the Project, but changes would not accelerate physical deterioration of the bike facilities and connection would be maintained with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). Several planned bike facilities would be required to re-categorized as Class II or Class III bicycle paths to accommodate the Project and to keep bicycle networks connected within each city. As discussed in Section 6.1.2, converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and would maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact would occur.

Nonetheless, as the Project is a transportation infrastructure project, Alternative 1 would not result in a direct increase to the local residential population that may result in an increase use of the bike facilities. However, as Alternative 1 would improve accessibility to the bike facilities by having a nearby transit station, an increase is use by the local and surrounding communities may

occur. The increased use is not expected to severely impact the existing infrastructure of the bike facilities, as all maintenance on the bike facilities would be provided by the local city. Furthermore, the existing and planned bike facilities would be reconfigured with the coordination of each city so the bike facilities would be able to accommodate the Project while meeting city standards. It is anticipated that an increase in use would be minimal and would not result in the need for construction of new bike paths beyond what is already planned in the bike master plans. Therefore, impacts would be less than significant.

6.2.2.1 Mitigation Measures

No mitigation measures are required.

6.2.2.2 Impacts Remaining After Mitigation

Less than significant impact.

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

Similar to Alternative 1, Alternative 2 would improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station. Alternative 2 would not directly increase the local residential population that would result in an increase use of parklands and other recreational facilities. Although improved access to recreational facilities may result in more use by the local and surrounding communities, the city departments would provide adequate services and resources to maintain the facilities to city standards. An increase in use could occur but anticipated to be minimal and the potential increase in the use of parklands and recreational facilities would not result in the need for construction of new parklands or community facilities.

Alternative 2 would require the same re-categorization of bicycle paths as Alternative 1 to accommodate the Project so that bicycle networks remain connected within each city and meet city standards. Similarly, Alternative 2 is a transportation infrastructure project and would not result in a direct increase to the local residential population that may result in an increase use of the bike facilities. However, with improved accessibility to the bike facilities, an increase in use by the local and surrounding communities may occur. Increased use is not expected to severely impact the infrastructure of the bike facilities, as all maintenance on the bike facilities would be provided by the local city. It is anticipated that an increase in use would be minimal and would not result in the need for construction of new bike paths beyond what is already planned in the bike master plans. Therefore, impacts would be less than significant.

6.2.3.1 Mitigation Measures

No mitigation measures are required.

6.2.3.2 Impacts Remaining After Mitigation

Less than significant impact.

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

Similar to Alternatives 1 and 2, Alternative 3 would improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station. Alternative 3 would not directly increase the local residential population that would result in an increase use of parklands and other recreational facilities. Although improved access to recreational facilities may result in more use by the local and surrounding communities, the city

departments would provide adequate services and resources so the facilities are maintained to city standards. An increase in use could occur but is anticipated to be minimal. The potential increase in the use of parklands and recreational facilities would not result in the need for construction of new parklands or community facilities.

Alternative 3 would require the same re-categorization of bicycle paths as Alternatives 1 and 2 to accommodate the Project so that bicycle networks remain connected within each city and meet city standards. Similarly, Alternative 3 is a transportation infrastructure project and would not result in a direct increase to the local residential population; however, with improved accessibility to the bike facilities, an increase in use by the local and surrounding communities may occur. Increased use is not expected to severely impact the infrastructure of the bike facilities, as all maintenance on the bike facilities would be provided by the local city. It is anticipated that an increase in use would be minimal and would not result in the need for construction of new bike paths beyond what is already planned in the bike master plans. Therefore, impacts would be less than significant.

6.2.4.1 Mitigation Measures

No mitigation measures are required.

6.2.4.2 Impacts Remaining After Mitigation

Less than significant impact.

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

Similar to Alternatives 1, 2 and 3, Alternative 4 would improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station. Alternative 4 would not directly increase the local residential population that would result in an increase use of parklands and other recreational facilities. Although improved access to recreational facilities may result in more use by the local and surrounding communities, the city departments would provide adequate services and resources so the facilities are maintained to city standards. An increase in use could occur but is anticipated to be minimal. The potential increase in the use of parklands and recreational facilities would not result in the need for construction of new parklands or community facilities.

Alternative 4 would require the same re-categorization of bicycle paths for the City of South Gate as Alternatives 1, 2, and 3 to accommodate the Project so that bicycle networks remain connected within each city and meet city standards. Similarly, Alternative 4 is a transportation infrastructure project and would not result in a direct increase to the local residential population; however, with improved accessibility to the bike facilities, an increase in use by the local and surrounding communities may occur. Increased use is not expected to severely impact the infrastructure of the bike facilities, as all maintenance on the bike facilities would be provided by the local city. It is anticipated that an increase in use would be minimal and would not result in the need for construction of new bike paths beyond what is already planned in the bike master plans. Therefore, impacts would be less than significant.

6.2.5.1 Mitigation Measures

No mitigation measures are required.

6.2.5.2 Impacts Remaining After Mitigation

Less than significant impact.

6.2.6 Design Options

6.2.6.1 Design Option 1 and Design Option 2

Design Option 1 and Design Option 2 would not create new residential populations that directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Although improved access to parks, recreational facilities, and bike facilities may result in more use by the local and surrounding communities, the city departments would provide adequate services and resources so the facilities are maintained to city standards. Therefore, impacts would be less than significant.

6.2.6.2 Mitigation Measures

No mitigation measures are required.

6.2.6.3 Impacts Remaining After Mitigation

Less than significant impact.

6.2.7 Maintenance and Storage Facility

6.2.7.1 Paramount MSF Site Option and Bellflower MSF Site Option

The Paramount MSF site option and Bellflower MSF Site Option would not create new residential populations that directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. The MSF site option is a support facility for the Project and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bike facilities that may result in increased use. Therefore, impacts would be less than significant.

6.2.7.2 Mitigation Measures

No mitigation measures are required.

6.2.7.3 Impacts Remaining After Mitigation

Less than significant impact.

6.3 Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

6.3.1 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. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed within or along the rail ROW could be implemented and would not be affected by the Project. These bike paths would enhance and connect with existing active transportation corridors for the cities and would undergo individual environmental clearance. Therefore, impacts would be less than significant.

6.3.1.1 Mitigation Measures

No mitigation measures are required.

6.3.1.2 Impacts Remaining After Mitigation

Less than significant impact.

6.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

The Project is a transportation infrastructure project that would provide new transit options to the surrounding community. Alternative 1 does not include the construction of recreational facilities or require the expansion of existing park facilities.

Bike facilities within 0.25-mile of the alignment of Alternative 1 include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System, the Los Angeles River Bike Path, Rio Hondo Bike Path, Paramount Bike Trail, Bellflower Bike Trail, and the San Gabriel River Mid-Trail. The existing Paramount Bike Trail and Bellflower Bike Trail would be reconfigured to accommodate the Project and access and connectivity would be maintained with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). The modifications would not result in a significant impact to the physical effects of the environment.

As discussed in Section 6.1.2, several planned bike facilities would also require re-categorization from Class I to Class II or Class III bicycle paths and that could preempt future development and implementation of bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016). 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. Therefore, they are remote and speculative. Preempted planned bike paths include the following:

- Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy)
- Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate)

Converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and would maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact would occur. Alternative 1 could preempt future development and implementation of the planned Class I bicycle path along Salt Lake Avenue and planned Class I bicycle path north of Rayo Avenue and south of the Los Angeles River.

Metro continues to coordinate with jurisdictions and local agencies so that Alternative 1 would not preempt future development, goals, and plans within each jurisdiction. 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 within each jurisdiction. As part of this effort, Metro, as appropriate, would prepare 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. As such, despite Metro's best efforts and coordination and with the implementation of mitigation, Alternative 1 may still preempt future development and the implementation of the planned bike paths, and limit access to bicycle facilities. Therefore, even with implementation of mitigation, Alternative 1 impacts related to bike facilities would be significant and unavoidable impact.

6.3.2.1 Mitigation Measures

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

6.3.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternative 1, Alternative 2 does not include the construction of recreational facilities or require the expansion of existing park facilities.

Alternative 2 would require the same changes to the Paramount Bike Trail and Bellflower Bike trail as discussed for Alternative 1 and would not result in adverse physical effects or prevent access to the bike facilities with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). Alternative 2 would also require changes to planned bike facilities in the cities of Huntington Park, Bell, Cudahy, and South Gate that could preempt future development of future bike paths and result in adverse effects to the bicycle facilities. With the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), as described in Section 6.3.2, 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. As such, Alternative 2 may preempt future development and implementation of a bike path, and limit access to bicycle facilities. Therefore, modifications to the bike facilities may result in adverse physical effects, prevent access from the community, and preempt future development and implementation of a bike path. Thus, impacts to bike facilities would be significant and unavoidable.

6.3.3.1 Mitigation Measures

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

6.3.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to Alternatives 1 and 2, Alternative 3 does not include the construction of recreational facilities or require the expansion of existing park facilities. Alternative 3 would require the same changes to the Paramount Bike Trail and Bellflower Bike trail as discussed for Alternatives 1 and 2 and would not result in adverse physical effects or prevent access to the bike facilities with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). Alternative 3 would also require changes planned bike facilities in the cities of Huntington Park, Bell, Cudahy, and South Gate that could preempt future development of future bike paths and result in adverse effects to the bicycle facilities. With the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), as described in Section 6.3.2,

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. As such, Alternative 3 may preempt future development and implementation of a bike path, and limit access to bicycle facilities. Therefore, modifications to the bike facilities may result in adverse physical effects, prevent access from the community, and preempt future development and implementation of a bike path. Thus, impacts to bike facilities would be significant and unavoidable.

6.3.4.1 Mitigation Measures

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

6.3.4.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

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

Similar to the Alternatives 1, 2, and 3, Alternative 4 does not include the construction of recreational facilities or require the expansion of existing park facilities. Alternative 4 would require the same changes to the Paramount Bike Trail and Bellflower Bike trail as discussed for Alternatives 1, 2, 3 and would not result in adverse physical effects or prevent access to the bike facilities with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). Alternative 4 would also require changes to planned bike facilities in the City of South Gate that could preempt future development of future bike paths and result in adverse effects to the bicycle facilities. With the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), as described in Section 6.3.2, 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. As such, Alternative 4 may preempt future development and implementation of a bike path, and limit access to bicycle facilities. Therefore, modifications to the bike facilities may result in adverse physical effects, prevent access from the community, and preempt future development and implementation of a bike path. Thus, impacts to bike facilities would be significant and unavoidable.

6.3.5.1 Mitigation Measures

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

6.3.5.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.3.6 Design Options

6.3.6.1 Design Option 1 and Design Option 2

Design Option 1 and Design Option 2 would be an underground station and does not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, impacts would be less than significant.

6.3.6.2 Mitigation Measures

No mitigation measures are required.

6.3.6.3 Impacts Remaining After Mitigation

No impact.

6.3.7 Maintenance and Storage Facility

6.3.7.1 Paramount MSF Site Option

The Paramount MSF site option is a support facility and would provide maintenance and storage services to the Project. The Paramount MSF site option does not include the construction of a recreational facilities or require the expansion of existing recreational facilities. Therefore, impacts would be less than significant.

6.3.7.2 Bellflower MSF Site Option

The Bellflower MSF site option is a support facility and would provide maintenance and storage services to the Project. The Bellflower MSF site option does not include the construction of a recreational facilities or require the expansion of existing recreational facilities. However, the Bellflower MSF site option site is City-owned, designated as Open Space by the City of Bellflower, and currently leased by the City for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). The current is not a public parkland or recreational facility.

As discussed in Section 5.7.2.2, changes to the Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue and implementation with of Mitigation Measure LU-1 (Consistency with Bike Plans) would maintain access and connection between the bike facilities. Modifications to the bike trail would not result adverse physical effects, and access to and from the community would be maintained, Therefore, impacts would be less than significant.

6.3.7.3 Mitigation Measures

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

6.3.7.4 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

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

7.2 Regulatory Background and Methodology

7.2.1 Regulatory Background

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

7.2.2 Methodology

To satisfy NEPA requirements this analysis utilizes the same methods as discussed in Section 1.4 in the context of temporary construction activities to identify and evaluate potential effects on parklands, community facilities, and bike facilities along the Project alignment.

To satisfy CEQA requirements, impacts to parklands, recreational facilities, and community facilities are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

7.3 Construction Impacts

7.3.1 No Build Alternative

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

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

7.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Construction impacts to recreational facilities and community facilities related to construction-related acquisitions, air quality, noise and vibration, and traffic and parking may occur.

Acquisitions. Partial property acquisitions for construction or temporary construction easements would be located primarily on Metro-acquired properties consisting of commercial, industrial, or vacant properties. As construction activities would be temporary, existing buildings on the properties and their essential functions would not be permanently disturbed and the site would be returned to pre-construction conditions once construction is completed. Parcels to be acquired for construction support sites would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Therefore, adverse effects related to property acquisitions for construction or TCEs in the context of parklands and community facilities would not occur.

Air Quality. Construction activities would generate emissions of air pollutants through heavy-duty equipment exhaust, fugitive dust from ground disturbance and material movement, construction worker vehicles exhaust, and heavy-duty trucks used for hauling and vendor deliveries. All construction activities would be temporary and required to comply with the provisions of Metro's Green Construction Policy and adhere to best management practices to control emissions and exposure to air pollution generated by construction in compliance with the South Coast Air Quality Management District Rule 403 governing fugitive dust control. Implementation of Mitigation Measure AQ-1 (Vehicle Emissions) would reduce maximum daily NO_X emissions but would still result in a temporary adverse effect related to emissions of criteria pollutants and ozone precursors. Based on the conservative assumptions that sensitive receptors would be located within 80 feet of construction site boundaries and modeled construction assumptions for regional and localized emissions, construction-related activities would not expose sensitive receptors, such as parklands, recreational facilities, bike facilities, and community facility users, to air pollutants, and adverse effects would not occur. Therefore, adverse effects related to construction-related air quality in the context of parklands and community facilities would not occur.

Noise and Vibration: Based on noise measurements conducted for the Project and the location of sensitive uses (e.g., schools, hospitals, churches), noise and vibration related to construction may affect community facilities within 500 feet of potential construction activities. Approximately 32 community facilities could be impacted by temporary construction-related noise; however, no parklands or recreational facilities would be affected. It is anticipated that several construction phases would occur simultaneously along the project alignment, accommodating activities requiring lengthy construction times such as utility relocations, tunnels, underground stations, and aerial segments. Simultaneous construction may also reduce the overall construction duration. Working hours of construction would vary to meet the type of work being performed and to meet local ordinance restrictions. Nighttime and weekend construction may be required to mitigate potential impacts to commute-period traffic congestion and to accommodate construction scheduling for specific work activities. Based on construction activities, location of sensitive receptors to construction activities, and use of construction equipment, temporary construction-related noise and vibration may result in adverse effects. Mitigation Measure

NOI-8 (Noise Control Plan) and Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) would be implemented during construction to reduce construction noise and vibration impacts to the extent feasible. With mitigation, vibration impacts during construction would not occur; but construction noise would still likely exceed the FTA construction noise criteria. Impacts related to noise would be temporary and are not anticipated to reach noise levels that would inhibit use of parklands, recreational facilities, and community facilities.

Access and Parking. For the safety of pedestrians, bicyclists, and construction workers, construction-related traffic, sidewalk and bike facility detours, and lane closures, could affect temporarily access and parking for parklands, recreational facilities, and community facilities. Access to parklands, recreational facilities, and community facilities would be maintained to the extent feasible. As a result, pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction.

Construction would not affect on-site parking for parklands, recreational facilities, bike facilities, and community facilities, except for the Metro-owned parking area located in Paramount Park. Termination of the lease agreement between Metro and the City of Paramount for the 40-foot wide section of the Metro-owned ROW used for parking and landscaping in Paramount Park would result in the removal of approximately 20 (of over 300) on-site parking spaces on the northern portion of Paramount Park. Site circulation may also be adversely affected. With the potential loss of on-site parking and circulation issues during construction at the nearby Paramount Park and Salt Lake Park, indirect impacts related to parking, circulation, and access could hinder people from visiting these parks. However, on-site and off-site parking would remain available at these recreational facilities. Likewise, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction, resulting in an adverse effect.

Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access and on-site and off-site parking to the extent feasible, and minimize effects to parklands, recreational facilities, bike trails, and community facilities. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. With the implementation of mitigation, Alternative 1 would not result in adverse effects related to parklands and community facilities during construction.

Further discussion regarding potential construction effects as they relate to parklands, recreational facilities, bike facilities, and community facilities are provided in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2021g), *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2021o), *West Santa Ana Branch Transit Corridor Project Section 4(f) and Section 6(f) Analysis Report* (Metro 2021n), *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2021k), *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2021l), and *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhood Impact Analysis Report* (Metro 2021j).

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

Similar to Alternative 1, construction for Alternative 2 would result in the same temporary construction activities and would be located entirely within the public ROW and/or rail ROW or entirely on sites acquired for construction activities. As discussed in Section 7.3.2, parcels to be acquired for construction support sites would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Indirect impacts related to construction air quality and noise impacts would be temporary. Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities.

As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, Alternative 2 would not result in adverse effects related to parklands and community facilities during construction.

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

Construction activities for Alternative 3 would be similar to Alternatives 1 and 2, with the exception that no underground activities would be required for Alternative 3 and the alignment would be shorter. As discussed in Section 7.3.2, parcels to be acquired for construction support sites would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Indirect impacts related to construction air quality and noise impacts would be temporary. Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities.

As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, Alternative 3 would not result in adverse effects related to parklands and community facilities during construction.

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

Construction activities for Alternative 4 would be similar to Alternatives 1, 2 and 3, with the exception that no underground activities would be required for Alternative 4 and the alignment would be shorter. As discussed in Section 7.3.2, parcels to be acquired for construction support sites would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Indirect impacts related to construction air quality and noise impacts would be temporary. Mitigation

Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities.

As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, Alternative 4 would not result in adverse effects related to parklands and community facilities during construction.

7.3.6 Design Options

7.3.6.1 Design Option 1 and Design Option 2

Construction activities for Design Option 1 and Design Option 2 would be located underground and would not be located on or not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Similar to the Build Alternatives, Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities.. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, Design Options 1 and 2 would not result in adverse effects related to parklands and community facilities during construction.

7.3.7 Maintenance and Storage Facility

7.3.7.1 Paramount MSF Option

Construction activities for the Paramount MSF site option site would require a full property acquisition. Temporary construction activities would be located entirely on-site, would not be located on parklands, recreational facilities or community facility properties, and would not disrupt its essential functions.

Similar to the Build Alternatives, Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, the Paramount

MSF site option would not result in adverse effects related to parklands and community facilities during construction.

7.3.7.2 Bellflower MSF Option

Construction activities for the Bellflower MSF site option would require a full property acquisition. The Bellflower MSF site option site is City-owned, designated as Open Space by the City of Bellflower, and currently leased by the City for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). The current is not a public parkland or recreational facility. Temporary construction activities would be located entirely on-site, would not be located on public parklands, recreational facilities or community facility properties, and would not disrupt its essential functions.

Similar to the Build Alternatives, Mitigation Measures AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) would be implemented to minimize adverse effects related to air quality, noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, the Paramount MSF site option would not result in adverse effects related to parklands and community facilities during construction.

7.4 California Environmental Quality Act Determination

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

7.4.1 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?

7.4.1.1 No Project Alternative

Under the No Project Alternative, the Build Alternatives 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. 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 be built and implemented within the rail ROW or along the public ROW that parallel the rail ROW. Therefore, temporary construction activities would not occur, and no impact 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 the Build Alternatives would result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary construction easements. Temporary construction activities would be located entirely within the public ROW and/or rail ROW or entirely on sites that would be acquired for construction activities. Construction activities would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties.

Pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction. In addition, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction. However, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to parklands and community facilities during construction as practicable is maintained; construction detour routes signage is provided; and that appropriate signage, barriers and fencing for pedestrian and bicycle detour routes are posted to prevent pedestrians and bicyclists from entering the construction zones. As construction activities are temporary, the Project would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities. Therefore, impacts would be less than significant with mitigation.

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, construction for Alternative 2 would result in the same temporary construction activities and would be located entirely within the public ROW and/or rail ROW or entirely on sites acquired for construction activities. Construction activities would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties.

Pedestrian and bicycle access routes in the construction area and off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily disrupted for the duration of construction. However, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) maintain access to community assets and neighborhoods during construction as practicable; provide construction detour routes signage; and post appropriate signage, barriers and fencing for pedestrian and bicycle detour routes are. As construction activities are temporary, the Project would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities. Therefore, impacts would be less than significant with mitigation.

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

Alternative 3 construction activities would be similar to Alternatives 1 and 2, with the exception that no underground activities would be required for Alternative 3 and the alignment would be shorter. Temporary construction activities would be located entirely within the public ROW and/or rail ROW or entirely on sites acquired for construction activities. Construction activities would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties.

Similar to Alternatives 1 and 2, pedestrian and bicycle access routes in the construction area and off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily disrupted for the duration of construction. However, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community assets and neighborhoods during construction as practicable; provide construction detour routes signage; and post appropriate signage, barriers and fencing for pedestrian and bicycle detour routes to prevent pedestrians and bicyclists from entering the construction zones. As construction activities are temporary, the Project would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities. Therefore, impacts would be less than significant with mitigation.

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

Alternative 4 construction activities would be similar to Alternatives 1, 2 and 3, with the exception that no underground activities would be required for Alternative 4 and the alignment would be shorter. Temporary construction activities would be located entirely within the public ROW and/or rail ROW or entirely on sites acquired for construction activities. Construction activities would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties.

Similar to Alternatives 1, 2 and 3, pedestrian and bicycle access routes in the construction area and off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily disrupted for the duration of construction. However, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community assets and neighborhoods during construction as practicable; provide construction detour routes signage i; and post appropriate signage, barriers and fencing for pedestrian and bicycle detour routes to prevent pedestrians and bicyclists from entering the construction zones. As construction activities are

temporary, the Project would not result in permanent impacts to parklands, recreation facilities, community facilities, and bike facilities that would require the need for new facilities. Therefore, impacts would be less than significant with mitigation.

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 and Design Option 2

Construction activities for Design Option 1 would be located underground and would not be located on or not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Similar to the Build Alternatives, Mitigation Measure COM-1 would be implemented maintain access to community facilities; provide detour signs; and post signage to prevent pedestrians and bicyclists from entering the construction zones. Therefore, impacts would be less than significant with mitigation.

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 activities for the Paramount MSF site option site would be located entirely on-site and would not be located on and would not permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Similar to the Build Alternatives, Mitigation Measure COM-1 (Construction Outreach Plan) would be implemented to maintain access to community facilities; provide detour signs; and post signage to prevent pedestrians and bicyclists from entering the construction zones. Therefore, impacts would be less than significant with mitigation.

Bellflower MSF Site Option

Construction activities for the Bellflower MSF site option would require a full property acquisition. The Bellflower MSF site option site is City-owned, designated as Open Space by the City of Bellflower, and currently leased by the City for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). The current use is not a public parkland or recreational facility. Temporary construction activities would be located entirely on-site, would not be located on public parklands, recreational facilities or community facility properties, and would not disrupt its essential functions. Similar to the Build Alternatives, Mitigation Measure COM-1 (Construction Outreach Plan) would be implemented to maintain access to community facilities; provide detour signs; and post signage to prevent pedestrians and bicyclists from entering the construction zones. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.4.2 Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

7.4.2.1 No Project Alternative

No project-related construction activities would occur under the No Project Alternative, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities that would result in the accelerated physical deterioration of the facility. Therefore, no construction impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.2.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Construction of Alternative 1 would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers may utilize nearby parks or recreational facilities during lunchtime breaks, but such use would be temporary and nominal. Therefore, impacts 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 generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers use of nearby parks or recreational facilities during lunchtime breaks would be temporary and nominal. Therefore, impacts 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

Similar to Alternatives 1 and 2, Alternative 3 construction activities would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers use of nearby parks or recreational facilities during lunchtime breaks would be temporary and nominal. Therefore, impacts 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

Similar to Alternatives 1, 2, and 3, Alternative 4 construction activities would be temporary and would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers use of nearby parks or recreational facilities during lunchtime breaks would be temporary and nominal. Therefore, impacts 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 and 2

Construction activities for Design Options 1 and 2 would not create new residential populations that would significantly increase the use of existing parks and community facilities in the surrounding communities. Therefore, impacts 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 Bellflower MSF Site Option

Construction activities for Paramount MSF Site Option Bellflower MSF Site Option would not create new residential populations that would significantly increase the use of existing parks and community facilities in the surrounding communities. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.3 Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

7.4.3.1 No Project Alternative

No project-related construction activities would occur under the No Project Alternative. The No Project Alternative would not include the development of recreational facilities or the construction or expansion of recreational facilities. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.3.2 Alternative 1: Los Angeles Union Station to Pioneer Station

Alternative 1 construction activities would be temporary and does not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

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

Similar to Alternative 1, Alternative 2 construction activities would be temporary and does not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

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

Similar to Alternatives 1 and 2, Alternative 3 construction activities would be temporary and does not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

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

Similar to Alternatives 1, 2, and 3, Alternative 4 construction activities would be temporary and does not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.3.6 Design Options

Design Option 1 and Design Option 2

Design Options 1 and 2 construction activities do not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.3.7 Maintenance and Storage Facility

7.4.3.8 Paramount MSF Site Option and Bellflower MSF Site Option

Paramount MSF Site Option and Bellflower MSF Site Option construction activities do not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

No Project Measures are required.

8.2 Mitigation Measures

8.2.1 Operation

Mitigation Measure LU-1 (Consistency with Bike Plans)

8.2.2 Construction

Mitigation Measures AQ-1 (Vehicle Emissions)

Mitigation Measure NOI-8 (Noise Control Plan)

Mitigation Measure VIB-3 (Vibration Control Plan)

Mitigation Measure VIB-4 (Minimize the Use of Impact Devices)

Mitigation Measure VIB-5 (Drilling for Business Foundations)

Mitigation Measure VIB-6 (Construction Vibration Limits)

Mitigation Measure VIB-7 (Construction Monitoring for Vibration)

Mitigation Measure COM-1 (Construction Outreach Plan)

9 REFERENCES

California Public Resources Code Sections 5400–5409.

City of Artesia. 2004 *Cerritos General Plan*. January 6, 2004.

City of Artesia. 2010 *Artesia General Plan 2030*. July 2010.

City of Bell. 2016. *City of Bell Bicycle Master Plan*. June 2016.

City of Bell. 2017. *Bell 2030 General Plan*. May 18, 2017.

City of Bellflower and Paramount. 2019. *Bellflower-Paramount Active Transportation Plan*.

City of Bellflower. 1994. *Bellflower General Plan: 1995-2010*. Adopted December 1994.

City of Cudahy. 2010. *City of Cudahy General Plan Update*. September 15, 2010.

City of Cudahy. 2016. *General Plan*. http://www.cityofcudahy.com/uploads/5/3/9/9/53994499/cudahy_existing_conditions_report_2-2016_final.pdf

City of Cudahy. 2018a. *City of Cudahy 2040 General Plan*. March 20, 2018.

City of Downey. 2005. *Downey Vision 2025*. Adopted January 25, 2005.

City of Huntington Park. 2008. *Parks and Recreation Master Plan*, adopted May 8, 2008.

City of Huntington Park. 2014. *City of Huntington Park Bicycle Transportation Master Plan*. February 3, 2014.

City of Huntington Park. 2017. *City of Huntington Park Draft General Plan 2030*. August 2017.

City of Los Angeles. 1996. *Alameda District Specific Plan*. June 1996.

City of Los Angeles. 2000b. *Central City North Community Plan*. Adopted December 15, 2000.

City of Los Angeles. 2001a. *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan*. Re-adopted August 8, 2001.

City of Los Angeles. 2003. *Central City Community Plan*. Adopted January 8, 2003.

City of Los Angeles. 2011. *2010 Bicycle Master Plan*. Adopted March 1, 2011

City of Los Angeles. 2017a. *Southeast Los Angeles Community Plan*. Adopted November 22, 2017.

City of Paramount. 2007. *City of Paramount General Plan*. Adopted August 7, 2007.

City of South Gate. 2009. *City of South Gate General Plan 2035*. Adopted December 2009.

City of South Gate. 2012. *City of South Gate Bicycle Transportation Plan*. Adopted October 2012.

City of Vernon. 2015. *City of Vernon General Plan*. Planning Department. Adopted December 3, 2007; amended February 23, 2009 and February 5, 2013.

County of Los Angeles 2015. *Los Angeles County General Plan* .October 2015.

Los Angeles County (LA County). 2012b. *County of Los Angeles 2012 Bicycle Master Plan*. March 2012. https://egis3.lacounty.gov/dataportal/2012/08/02/2012-county-of-los-angeles-bicycle-master-plan/

Los Angeles County (LA County). 2015. *Los Angeles County General Plan 2035*. Adopted October 6, 2015. http://planning.lacounty.gov/generalplan/generalplan. Accessed May 2017

Los Angeles County (LA County). 2017. *Florence-Firestone Community Plan 2017*. Department of Regional Planning. November 2017.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021n. *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021a. *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021g. *West Santa Ana Branch Transit Corridor Project Construction Methods Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021i. *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021j. *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021l. *West Santa Ana Branch Transit Corridor Project Section 4(f) and Section 6(f) Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021m. *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021n. *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report*.

Los Angeles County Metropolitan Transportation Authority (Metro). 2021t. *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report*.

Southern California Association of Governments (SCAG). 2016a. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. Adopted April 2016. http://scagrtpscs.net/Pages/default.aspx.

Title 24 of the California Code of Regulations

U.S. Department of Federal Highway Administration. 2017. Environmental Review Toolkit, "Section 4(f) Program Overview". https://www.environment.fhwa.dot.gov/4f/index.asp Accessed October 2017.

U.S. Department of the Interior, National Park Service. 2017. "A Quick History of the Land and Water Conservation Fund Program". https://www.nps.gov/ncrc/programs/lwcf/history.html. Accessed October 2017.

U.S. Department of the Interior, National Park Service. 2017. Land and Water Conservation Fund Act of 1965, Public Law 88-578 Title 16, United States Code Selected Relevant Parts – State Assistance Program, https://www.nps.gov/ncrc/programs/lwcf/lwcf_act.pdf. Accessed October 2017.