

3.10 Land Use and Planning

3.10.1 Introduction

This section discusses the Project setting in relation to land use and planning. It describes existing conditions, the current regulatory setting, and potential impacts from operation and construction of the Build Alternatives including design options and MSF site options.

The land use study area encompasses the Detailed Study Area (DSA), an approximately two-mile area from the project alignment in eastern Los Angeles County. Information in this section is based on the *Eastside Transit Corridor Phase 2 Land use and Planning Impacts Report* (Appendix K).

3.10.2 Regulatory Framework

3.10.2.1 State

California Government Code Section “Authority for and Scope of General Plans” [§§ 65300 - 65303.4] requires that each city adopt a General Plan with eight mandatory elements to guide the city's long-term growth. Mandatory elements dictated in Section 65302 and required for each city's general plan are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

3.10.2.2 Local

Regional agencies, Los Angeles County, and the cities within the DSA have local regulations and policies pertaining to land use and planning as summarized below. More information on guiding principles and specific policies relevant to the Project is available in Appendix K.

The *2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, adopted by the Southern California Association of Governments (SCAG), includes goals and guiding policies focused on coordinating land use and transportation decisions and promoting sustainable growth. This long-range visioning plan aims to greatly expand the urban rail network and make transit operations more efficient, effective and accessible while increasing ridership.

Metro's *2020 Long Range Transportation Plan (LRTP)* aims to address population growth, changing mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment. The LRTP details construction of an additional 100 miles of fixed-guideway transit to reduce congestion. Metro's other planning documents include the *Metro Active Transportation Strategic Plan*, *Countywide Sustainability Planning Policy and Implementation Plan*, *Complete Streets Policy*, *Transit Oriented Communities (TOC) Policy*, and *First/Last Mile Guidelines*. An overarching goal of these plans is to develop and maintain a multi-modal transportation network that is safe and accessible for all users and stimulates economic development, reduces trip lengths, and supports opportunities for transit-oriented development.

The *Los Angeles County 2035 General Plan* guides the long-range growth and development of the County, including unincorporated areas, such as East Los Angeles. The *East Los Angeles Community*

Plan aims to improve local transit and circulation, increasing economic growth, and job creation with priority to jobs accessible by public transportation.

The general plan policies of the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier provide the overall context for land use planning decisions and to guide the long-range growth and community development within their respective jurisdictions. They support mobility options to disadvantaged communities, the expansion of housing around transit stations, and the reduction of vehicle trips to help achieve air quality goals. The cities of Commerce, Pico Rivera, and Whittier also have specific plans that govern land use planning in the DSA that contain detailed development standards, focusing on well-connected quality development and community-serving uses that encourage walking, bicycling and transit use.

Table 3.10-1 summarizes relevant goals and policies from each land use planning document.

Table 3.10-1. Relevant Land Use Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies
Los Angeles County	East Los Angeles Community Plan	<ul style="list-style-type: none"> • Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses • Develop and maintain a complete pedestrian network linking to transit • Support projects that increase pedestrian connectivity and safety
Commerce	Commerce 2020 General Plan	<ul style="list-style-type: none"> • Promote site plans for new development located in the vicinity of Washington Boulevard that promotes primary access to businesses • Promote improvements of existing commercial areas • Promote the development of the Citadel and neighboring areas
Montebello	Montebello General Plan	<ul style="list-style-type: none"> • Facilitate traffic movement • Provide ample commercial facilities to meet the needs of residents • Provide opportunities for a variety of living needs
Pico Rivera	Pico Rivera General Plan	<ul style="list-style-type: none"> • Encourage and support accessible, safe, and efficient public transit opportunities as a viable alternative to automobiles • Support the use of alternative transportation through the development of facilities that support and accommodate these services • Integrate alternative transportation into new developments to reduce the need for parking
Pico Rivera	Rancho de Bartolo Specific Plan Amendment	<ul style="list-style-type: none"> • Promote new development that will benefit the city • Reduce adverse environmental effects associated with future development

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies
Santa Fe Springs	Santa Fe Springs 2040 General Plan	<ul style="list-style-type: none"> • Provide convenient multi-modal access to schools, parks, religious institutions, retail and commercial services, and community facilities • Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations • Improve community health by ensuring equal access within disadvantaged communities and reducing pollution burdens • Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to transit stations
Los Angeles County	Los Angeles County General Plan	<ul style="list-style-type: none"> • Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses
Los Angeles County	Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities	<ul style="list-style-type: none"> • Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses
Whittier	2021-2040 Envision Whittier General Plan	<ul style="list-style-type: none"> • Promote transit-supportive development at Lambert Road • Provide opportunities for clustering compatibles uses • Establish a transportation network that ensure transit users can easily and safely reach their destination • Establish a transit hub at the future Lambert station by connecting local transit circulator services • Enhance first-last mile by improving access, local shuttle service, new transit-supportive infrastructure, and subsidizing fares
Whittier	Whittier Boulevard Specific Plan	<ul style="list-style-type: none"> • Attract new types of office land uses • Establish the area as an appealing location for workplace uses • Encourage the development of housing within and adjacent to the district • Promote connections to the district from within the city and throughout the county by increasing transit service
Whittier	Lincoln Specific Plan	<ul style="list-style-type: none"> • Provide access to the site • Enhance commercial opportunities in the DSA • Create connectivity between land uses • Redevelop blighted areas • Reduce vehicle miles traveled

3.10.3 Methodology

The impacts analysis is based on land use activities and the location in which these activities occur. Operation-related land use impacts include direct land acquisition, permanent right of way (ROW) encroachments, and permanent access disruptions within or to adjacent existing land uses. Construction-related land use impacts include construction staging, temporary ROW encroachments, property acquisitions for construction activities, temporary construction easements, and temporary access disruptions within or to adjacent existing land uses. Significant land use impacts are determined based on the significance thresholds identified in **Section 3.10.4**.

The impacts analysis considers existing land uses within 0.5 miles from the Project and whether the Build Alternatives would be compatible with existing land uses. The identification of land uses (i.e., type, density, and character) relies on aerial photographs, maps of general plan land use designations, and observations made during site visits. The impacts analysis also evaluates if an alternative would physically divide an established community. A physical division would occur if the Project results in the creation of physical barrier within an established community or neighborhood or the disruption of access to community assets.

Additionally, an evaluation is made of the Project's consistency with goals and objectives presented in applicable land use plans, policies, and regulations (e.g., general plans, specific plans, zoning codes) adopted by the regional and local jurisdictions. As construction impacts are typically short-term and localized and do not affect the long-term planning aspects, the consistency evaluation is focused on operational impacts of the Project and any permanent property acquisitions for construction activities. The Project need not be in perfect conformity with each and every policy, nor does state law require precise conformity of a project with every policy or land use designation for a site. Further, conflicts with land use policies are not by themselves a significant environmental impact; the conflict would have to relate to an environmental issue and result in significant adverse effects on the physical environment to be considered significant.

3.10.4 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, an alternative would have a significant impact related to Land Use and Planning if it would:

Impact LUP-1: Physically divide an established community.

Impact LUP- 2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.10.5 Existing Setting

The DSA consists of portions of five cities (Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier) and portions of unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos) that include East Los Angeles and West Whittier-Los Nietos. The majority of multi-family residential land uses within the DSA are located in East Los Angeles. Business and industrial parks are concentrated in the city of Commerce. Several commercial uses range from neighborhood/main street retail to large regional malls and shopping centers. The cities of Commerce, Pico Rivera, and Whittier

each have activity centers located near or adjacent to the Project, such as the Citadel Outlets, Pico Rivera Towne Center, and the Presbyterian Intercommunity Hospital (PIH) campus, respectively.

Land uses abutting the proposed Build Alternatives encompass a range of land use types typically found in mature urban and suburban communities. **Figure 3.10.1** illustrates the existing land uses and Table 3.10-2 identifies the distribution of land use types within 0.5 miles of Alternative 1, including the guideway alignment, stations, and MSF site options. A buffer distance of 0.5 miles provides a high level understanding of the surrounding area that would have the greatest potential for land use affects. As identified in the table, the greatest percentages of land uses are single family residential (29 percent) and industrial (28 percent), with multi-family residential and facilities and education being the next most prevalent land uses (both 13 percent). Land use characteristics within 0.25 miles of each of the proposed station locations are shown on **Figure 3.10.2**. A buffer distance of 0.25 miles provides a detailed understanding of the walkable and bikeable neighborhood area of the stations. As shown on the figure, the percentage of residential uses within 0.25 miles of the stations varies from approximately 25 percent to 65 percent, with the exception of the Commerce/Citadel station that is primarily near commercial and industrial uses.

Table 3.10-2. Land Use Distribution within 0.5 Miles of Alternative 1 Washington

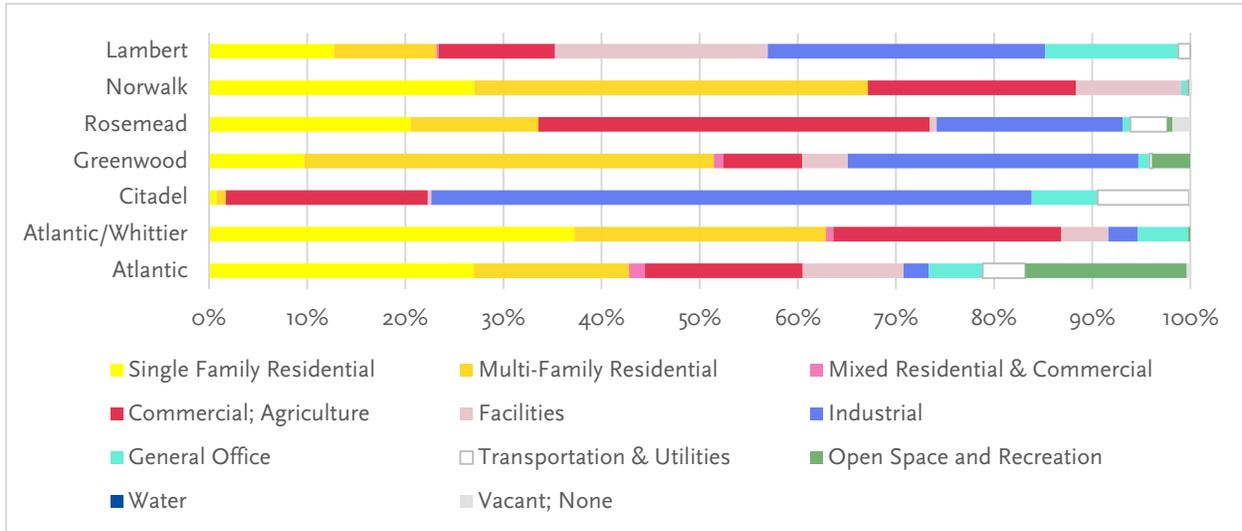
Land Use Type	Alternative 1 Washington	
	Acreage	Percentage of Total Area
Single Family Residential	1,527	29%
Multi-Family Residential	680	13%
Mixed Residential & Commercial	12	0%
Commercial; Agriculture	380	7%
Facilities and Education	676	13%
Industrial	1460	28%
General Office	183	3%
Transportation & Utilities	177	3%
Open Space and Recreation	82	2%
Water	31	1%
Vacant; None	90	2%
Total	5,298	100%

Source: SCAG, 2020.



Source: SCAG, 2020.

Figure 3.10.1. Existing Land Uses within 0.5 Miles of Alternative 1 Washington



Source: SCAG, 2020.

Figure 3.10.2. Land Use Distribution within 0.25 Miles of Alternative 1 Washington Stations

3.10.6 Impact Evaluation

3.10.6.1 Impact LUP-1: Established Community

Impact LUP-1: Would a Build Alternative physically divide an established community?

3.10.6.1.1 Alternative 1 Washington

Operational Impacts

The underground segment of Alternative 1 would operate under the ROW of Atlantic Boulevard and Smithway Street and under existing residential and industrial land uses as it curves south to align under Smithway Street. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Since the underground segment is below grade, it would not physically disrupt any existing land uses and would not physically divide an established community.

The aerial segment of Alternative 1 would be operate above the ROW of Washington Boulevard in Montebello. The retaining wall to support the daylighting to an aerial alignment and the transition between the aerial and at-grade segments, would not interfere with existing surrounding land uses or pedestrian or vehicle crossings. Surrounding land uses, immediately adjacent to the aerial segment of Alternative 1, would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users; therefore, this would not represent a division to an existing established community.

The at-grade segment of Alternative 1, would operate within the median of Washington Boulevard. Pedestrians and motor vehicles would be protected from the guideway by a barrier for pedestrian and vehicular safety. As set forth in PM TRA-1 in Section 3.14, Transportation and Traffic, at unsignalized crossings, left turns and pedestrian crossings shall be controlled using best practice safety measures

(e.g., curbs and fencing to prevent uncontrolled left-turns, high visibility curbs between roadway and guideway, mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, Americans with Disabilities Act [ADA]-compliant curb ramps, and warning signs). Although the at-grade segment of the guideway would limit vehicle and pedestrian crossings except at controlled intersections, such limitations would not represent a division to an existing established community. Washington Boulevard is an existing developed area and roadway infrastructure is already a dominant feature of the landscape. The addition of permanent infrastructure associated with an at-grade light rail guideway on an existing roadway facility would not physically divide existing neighborhoods, communities, or land uses to the extent to which they would be disrupted or isolated. New limitations for crossings would primarily limit pedestrian crossings outside of controlled intersections (jaywalking). Under existing conditions, vehicle left turns are primarily only available at signalized intersections due to street configurations and barriers such as curbs and medians. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks. Surrounding land uses would continue to be accessible from both sides of the at-grade guideway to vehicle and non-vehicle users via surrounding roadway, bicycle, and sidewalk network via crossings at signalized intersections.

Operation of Alternative 1 would require property acquisition for some operational systems and facilities, including TPSS along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under Alternative 1 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community.

Therefore, operation of Alternative 1 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. The Atlantic/Pomona Station Option would require commercial and industrial property acquisition for some operational systems and facilities, which would include permanent acquisition of properties to accommodate the open air Atlantic/Pomona Station Option. The property acquisition and change to transportation uses under Alternative 1 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. As identified in PM TRA-1, pedestrians would be protected from the open air station with a barrier for safety. The open air Atlantic/Pomona Station Option would be designed to integrate with the existing character of the surrounding land uses. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have similar impacts as operation of an aerial alignment at this location. As with the at-grade segment under the base Alternative 1, the at-grade segment of the Montebello At-Grade Option would operate within the median of Washington Boulevard. Pedestrians and motor vehicles would be protected from the guideway with a barrier for pedestrian and vehicular safety. As set forth in PM TRA-1, at unsignalized crossings, left turns and pedestrian crossings would be controlled using best practice safety measures as identified for the base alternative. New limitations for crossings would limit vehicle and pedestrian crossings outside of controlled intersections. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. The property acquisition and change to transportation uses under Alternative 1 with the Montebello At-Grade Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

Construction Impacts

Construction activities for Alternative 1 would not create any permanent physical divisions within the surrounding community; however, temporary street closures during the construction period would be required and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitation on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.14, Transportation and Traffic, and Appendix N further analyze the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of Alternative 1 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along Alternative 1, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under Alternative 1 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of Alternative 1 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. Construction activities for the Atlantic/Pomona Station Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 1, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Therefore, construction of the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location, including temporary street and sidewalk closures that would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 1, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

3.10.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would primarily operate below the transportation ROW and acquired commercial and industrial property. The station portals for the underground stations or open air underground station associated with the Atlantic/Pomona Station Option would be designed to integrate with the existing character of the surrounding land uses. Since the underground segment is below grade, it would not physically disrupt any existing land uses and would not physically divide an established community. The retaining wall to support the daylighting to an aerial alignment for the lead tracks to the Commerce MSF site option would not interfere with existing surrounding land uses or pedestrian and vehicle crossings.

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would require property acquisition for some operational systems and facilities, including TPSS along the guideway, parking facilities at several of the stations, and for the open air station under the Atlantic/Pomona Station Option. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not create any permanent physical divisions within the surrounding community; however temporary street closures during the construction period would be required for construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. A Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Metro would work with surrounding communities to establish a construction schedule that notifies the public of construction in advance and to develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions, etc.). Section 3.14, Transportation and Traffic, and Appendix N further analyze the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities as discussed under Alternative 1. The temporary construction easements would vary along the alignment, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

3.10.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Option

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option design options would operate within or below the transportation ROW and acquired commercial and industrial property. The station portals for the underground stations, the aerial station associated with the base Alternative 3, open air underground station associated with the Atlantic/Pomona Station Option, or at-grade station associated with the Montebello At-Grade Option would be designed to integrate with the existing character of the surrounding land uses.

The aerial segment of the base Alternative 3 would be grade-separated and would operate above the ROW of Washington Boulevard in Montebello. The retaining wall to support the daylighting to an aerial alignment and, for the Montebello At-Grade Alignment, the transition between aerial and at-grade segment would not interfere with existing surrounding land uses or pedestrian and vehicle crossings. As set forth in PM TRA-1 in Section 3.14, Transportation and Traffic, pedestrians and motor vehicles would be protected from the guideway with a barrier for pedestrian and vehicular safety. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users.

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would require property acquisition for some operational systems and facilities, including TPSS along the guideway, the aerial or at-grade Greenwood and open station under Atlantic/Pomona Station Option, and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under the base Alternative 3 or Alternative 3 with design options would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Washington Boulevard is an existing developed area and roadway infrastructure is already a dominant feature of the landscape. The addition of permanent infrastructure associated with an at-grade light rail guideway on an existing roadway facility would not physically divide existing neighborhoods, communities, or land uses to the extent to which they would be disrupted or isolated. Therefore, operation of the Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

Construction Impacts

Base Alternative and Design Option

Temporary street closures during the construction period would be required for construction of the base Alternative 3 or Alternative with the design options and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or

from any established communities. A Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.14, Transportation and Traffic, and Appendix N further analyze the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would require property acquisition and construction easements for some construction activities. The temporary construction easements would vary along the alignment, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under the base Alternative 3 or Alternative 3 with design options would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

3.10.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option would vacate Corvette Street and require acquiring properties adjacent to Corvette Street. The Montebello MSF site option or the Montebello MSF At-Grade Option would require acquiring properties west of Vail Avenue. However, the Commerce MSF site option and Montebello MSF site option would not require the closure of any primary vehicle routes critical to circulation within a community or between communities. Under the Montebello MSF At-Grade Option, through access on Acco Street would be eliminated to provide for the lead tracks into the MSF. Cul-de-sacs would be located on each side of the lead tracks to provide access to the adjacent properties. The MSF site options and design option would be located primarily on existing parcels designated for industrial uses. Surrounding land uses at the MSF site options and design option would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Therefore, operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not physically divide an established community and would result in a less than significant impact.

Construction Impacts

MSF Site Options and Design Option

Construction activities for the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF site option with the Montebello MSF At-Grade Option would temporarily physically divide established communities as a result of temporary closures during the construction period. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. A Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Section 3.14, Transportation and Traffic, and Appendix N further analyze the potential effect on circulation and pedestrian access to adjoining or nearby properties. Therefore, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF site option with the Montebello MSF At-Grade Option would not physically divide an established community and would result in a less than significant impact.

3.10.6.2 Impact LUP-2: Plan, Policy, or Regulation Conflicts

Impact LUP-2: Would a Build Alternative cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.10.6.2.1 Alternative 1 Washington

Operational Impacts

Alternative 1 would traverse portions of unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos), and the cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier. Consistency with relevant land use plans and community/specific plans associated with these jurisdictions that were summarized in **Section 3.10.2.2** are discussed in greater detail in Appendix K.

Southern California Association of Governments

The policies and goals of the 2020 RTP/SCS focus on the need to coordinate land use and transportation decisions to manage travel demand. Alternative 1 would not conflict with the 2020 RTP/SCS goals of sustaining mobility, fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to all people in the region. The purpose of the Project is to provide a transit connection to the existing Metro L (Gold) Line, linking communities east of Los Angeles to the regional transit network and improving mobility within the DSA by enhancing transit options, and planning for projected growth in a sustainable manner. Additionally, the Project was included in the SCAG 2020 RTP/SCS, in the list of selected transit capital projects. Therefore, this alternative would not conflict with SCAG's 2020 RTP/SCS.

Metro

Alternative 1 would be consistent with the Metro plans and policies, including the 2020 LRTP, Countywide Sustainability Planning Policy, Active Transportation Strategic Plan, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service. Alternative 1 would improve rail service and would provide interconnectivity to the existing and planned LRT system. Mobility would be improved with alternatives to automobile travel and the congested roadway network. In addition to the investment in improved public transit systems associated with Alternative 1, the TOCs (which could occur indirectly as a result of the alternative) would encourage sustainable neighborhood development principles and other initiatives that would advance more efficient land use patterns. In addition, Alternative 1 is specifically identified in Metro's 2020 LRTP as future transit improvement project for the region. Therefore, this alternative would not conflict with Metro's plans and policies.

Los Angeles County

Objectives of the *Los Angeles County 2035 General Plan* include coordinating land use with existing and proposed transportation networks and developing a transportation system that is responsive to economic, environmental, and transportation needs at a local and regional level. The county-wide land use element focuses on pedestrian-friendly and community-serving uses that encourage walking, bicycling, and transit use. Alternative 1 would provide residents, businesses, and transit dependent populations with a transportation option connecting them to the rest of Los Angeles County via the Metro transit system. Implementation of Alternative 1 would also increase transit ridership, generating environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions.

The *Los Angeles County 2035 General Plan* also promotes transit oriented development (TOD). Land Use Policy 4.3 encourages TOD in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Transit oriented opportunities along the alignment would be expected to result from Alternative 1. Therefore, this alternative would not conflict with the *Los Angeles County 2035 General Plan*. Refer to Section 3.2, Air Quality, and Section 3.7, Greenhouse Gas Emissions, for more information regarding vehicle trip and GHG emission reductions associated with this alternative.

Los Angeles County, East Los Angeles

Applicable goals and policies of the *East Los Angeles Community Plan* include improving local transit and circulation, economic growth, and job creation prioritizing jobs accessible by public transportation. Alternative 1 would include two stations in East Los Angeles, the relocated/reconfigured Atlantic Boulevard station and Atlantic/Whittier station. Land Use Goal 2.0 promotes the rehabilitation of commercial uses along Atlantic Boulevard where transportation can support these uses. Improved accessibility and mobility to Atlantic Boulevard via Alternative 1 could lead to increased employment opportunities for the regional population and support this land use goal. Therefore, this alternative would not conflict with the *East Los Angeles Community Plan*.

Los Angeles County, West Whittier-Los Nietos

Applicable goals and policies of the *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* include developing/maintaining the linkage between the pedestrian network and transit and supporting projects the increase pedestrian connectivity and safety. As set forth in PM TRA-1 in

Section 3.14, Transportation and Traffic, Alternative 1 would include crosswalks, lighting, and other safety streetscape elements at station areas to ensure more comfortable and convenient place to walk to/from. Facilitating connections to the pedestrian network adjacent to proposed stations would make walking safer as well. Therefore, this alternative would not conflict with the *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities*.

City of Commerce

Alternative 1 includes one station, the Commerce/Citadel station, in the city of Commerce. The *Commerce 2020 General Plan* policies address land use in the Community Development element and promotes the development of commercial corridors near Alternative 1, specifically within the vicinity of Washington Boulevard and the Citadel. Overall, the *Commerce 2020 General Plan* promotes the goal of furthering the enhancement of a safe and efficient regional and inter-city transit system.

Transportation Policy 3.10 specifically directs the city of Commerce to continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce to expand the regional transit system. The implementation of Alternative 1 would further these goals by providing a new regional transit opportunity.

The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The alignment and the stations located throughout the DSA and the advantages (i.e., increased access to transit, reduction in vehicle miles traveled [VMT]) and disadvantages (i.e., temporary disruption during construction, noise generation, property acquisition) would be shared regionally along the alignment. Thus, opposition to the Project relative to Policy 7.2 is not anticipated; however, it would be the city's policy decision to support or oppose the Project relative to Policy 7.2. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as a whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2.

The *Commerce 2020 General Plan* promotes the operation and enhancement of regional and inter-city transit systems and the reduction of VMT to reduce congestion and pollution. Alternative 1 would improve transit connectivity, increase transit ridership and provide an alternative to automobile travel. Increased transit ridership would also generate environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions associated with automobile travel.

Overall, Alternative 1 would not conflict with the *Commerce 2020 General Plan*. Section 3.2, Air Quality and Section 3.7, Greenhouse Gas Emissions, provide more information regarding vehicle trip and GHG emission reductions associated with this alternative.

City of Montebello

Although Montebello has been built beyond the life of the *Montebello 1973 General Plan*, goals still relevant today include facilitating traffic movement and alleviating congestion. Alternative 1 includes one station located in the city of Montebello, the Greenwood station. Circulation Goal 3.0 promotes the development of a circulation system that provides for continuous movement to and from adjacent

communities. Alternative 1 would not only provide a means of continuous travel but also provide alternative travel options in the DSA, alleviating congestion on the highway and roadway network and facilitating traffic movement and thereby furthering general plan goal for improved circulation. Further, a general plan update that is currently underway is expected to plan for transit and a multi-modal transportation network, which would be supported by Alternative 1.

City of Pico Rivera

Alternative 1 includes one station in the city of Pico Rivera, the Rosemead station. Alternative 1, including the Rosemead station, would improve transit connectivity and increase transit ridership. This is supportive of Circulation Policy 5.1-5, which directs the city to strive to provide multi-modal transportation throughout the city, especially to key locations such as employment centers, schools, parks, medical facilities, libraries and grocery stores.

The applicable goals and policies outlined in the *Pico Rivera 2014 General Plan* would be met by Alternative 1. These policies direct the city of Pico Rivera to coordinate with Metro and Montebello transit agencies to encourage the maintenance and expansion of transit routes and facilities within the city; reduce air quality emissions; and provide a diverse and efficient transportation system that minimizes emissions for several air pollutants. Healthy Community Goal 10.2-3 specifically directs the city to continue to work with Metro to locate the “station for the Gold Line” light rail extension within Pico Rivera and encourage transit ridership. Additionally, Environmental Resource Policy 8.3-1 promotes the implementation of energy conserving land use practices including higher density and mixed-use development in proximity to transit along with infill development and expansion of transit routes, facilities and services. The general plan also supports the use of alternative transportation through the development of facilities that support and accommodate these services and integrate alternative transportation into new developments to reduce the need for parking. Implementation of an LRT system would make it easier for new developments to integrate alternative transportation into their project design.

Overall, Alternative 1 would not conflict with the *Pico Rivera 2014 General Plan*. Section 3.2, Air Quality, and Section 3.7, Greenhouse Gas Emissions, provide more information regarding the reduction of vehicle trips and the offset of GHG emissions.

Rancho de Bartolo

The *Rancho de Bartolo Specific Plan Amendment* area is bounded by Washington Boulevard to the north, Paramount Boulevard to the west, the BNSF railroad to the south, and Rosemead Boulevard to the east. The Rosemead station would be located just north of the specific plan area and would have station facilities and a parking facility within the specific plan boundary. Objectives of the specific plan include promoting new development that will benefit the city and reduce adverse environmental effects associated with future development within the planning area. Alternative 1 would be supportive of these objectives through increasing transit ridership within the surrounding area and Pico Rivera overall. This would support new development and generate environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions associated with automobile travel.

City of Santa Fe Springs

Alternative 1 includes one station in the city of Santa Fe Springs, the Norwalk station. The *Santa Fe Springs 2040 General Plan* prioritizes infrastructure improvements that enhance access and connectivity to the established street and transportation system, especially within disadvantaged communities. Land Use Policy 1.4 directs the city to promote the development of transit oriented districts around rail stations to create vibrant new neighborhoods. The Norwalk station would support mobility related policies by providing convenient and reliable transit access to residential neighborhoods and activity destinations. Alternative 1 would provide residents, businesses, and transit dependent populations with a transit option, connecting Santa Fe Springs to the regional transit network. Through improved accessibility and mobility for communities, and connection to major centers, Alternative 1 would create opportunities for economic development, increasing employment opportunities in the DSA. Conservation and Open Space Policy 9.1 allows urban infill and transit oriented communities within walking distance of transit stops and stations to reduce vehicle trips and trip lengths. Alternative 1 would make it easier for new major developments to accommodate transit service into their project design. In addition, Alternative 1 would help to improve connectivity to major commercial areas and reduce VMT. Therefore, Alternative 1 would not cause a significant environmental impact due to a conflict with the goals and policies of the *Santa Fe Springs 2040 General Plan*.

City of Whittier

Alternative 1 includes one station in the city of Whittier, the Lambert station, which serves as the terminus of the alternative. This station would be located directly opposite the PIH campus and would provide walking access to the commercial corridor along Washington Boulevard. Also, Lambert Road provides a connection to the Fred C. Nelles Youth Correctional Facility, a redevelopment area approximately 0.5 miles to the north. This station is also within walking distance of residential areas in Santa Fe Springs to the southeast and central Whittier to the northeast and northwest.

The *Envision Whittier General Plan* contains multiple goals and policies that encourage the expansion of transit in the city to connect community members to jobs and services, reduce congestion and GHG emissions, and support TOD projects. Land Use and Community Character, Policy 2.3 encourages the development of pedestrian-friendly mixed-use projects along Lambert Road. The placement of the Lambert station would be consistent with this policy by promoting opportunities for transit oriented development in the area. In addition, the alternative would be consistent with the Mobility and Infrastructure Policy 2.3, which promotes the use of transit as a means of reducing local traffic congestion, achieving GHG reduction targets, and connecting the City "physically and socially." Overall, Alternative 1 would not conflict with the *Envision Whittier General Plan*.

Whittier Boulevard Specific Plan

A portion of the Alternative 1 guideway would be located adjacent to the *Whittier Boulevard Specific Plan* area. Principles identified in the plan to guide development in this area include attracting new types of office land uses, establishing the area as an appealing location for workplace uses, encouraging the development of housing within and adjacent to the district, and promoting connections to the district from within the city and throughout the county by increasing transit service. Alternative 1 would support these principals by linking communities farther east of Los Angeles, including Whittier, to the regional transit network and improving mobility within the DSA by enhancing transit options. Implementation of Alternative 1 would increase transit oriented opportunities in the

area and increase access to nearby commercial, residential, and potential redevelopment areas. Therefore, Alternative 1 would not conflict with the *Whittier Boulevard Specific Plan*.

Whittier Commercial Corridor

Alternative 1 would travel in the center of Washington Boulevard to the Lambert station. This station would be located in the vicinity of the redevelopment site of the former Fred C. Nelles Youth Correctional Facility, as proposed by the *Lincoln Specific Plan*. As a result, implementation of Alternative 1 would increase access to the planned commercial and residential uses in this redevelopment area. The alternate form of transportation associated with Alternative 1 complements the commercial services and residences in this area, enhances transit-oriented opportunities, and helps to reduce VMT. Therefore, Alternative 1 would not conflict with the *Lincoln Specific Plan*.

Relevant Land Use Plans and Policies Summary

Alternative 1 would be supportive of goals and policies identified in land use plans of the jurisdictions located along the alignment that prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reductions of vehicle trips, air pollutant emissions, and GHG emissions.

Operation of Alternative 1 would require property acquisition for some operational systems and facilities, including TPSS along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under Alternative 1 would not introduce new uses that are incompatible with the surrounding uses and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Alternative 1 would not conflict with the goals and policies of the applicable jurisdictions along the corridor; therefore, operation of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. Similar to the underground station on Atlantic Boulevard, the Atlantic/Pomona Station Option would promote the rehabilitation of commercial uses along Atlantic Boulevard where transportation can support these uses, consistent with the East Los Angeles Community Plan. Improved accessibility and mobility to Atlantic Boulevard could lead to increased employment opportunities for the regional population and support the East Los Angeles Community Plan's land use goals. The Atlantic/Pomona Station Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. Alternative 1 with the Atlantic/Pomona Station Option would be supportive of regional and local goals and policies supporting improved mobility and transit access as identified for the base Alternative 1. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have similar impacts as operation of an aerial alignment at this location. The Montebello At-Grade Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. The Circulation Goal 3.0 in the Montebello 1973 General Plan promotes the development of a circulation system that provides for continuous movement to and from adjacent communities. Alternative 1 with the Montebello At-Grade Option would provide a means of continuous travel and provide alternative travel options in the DSA, alleviating congestion on the highway and roadway network and facilitating traffic movement and thereby furthering the general plan goal for improved circulation. Vehicles would still be able to cross the existing signal-controlled intersection of Washington Boulevard and Greenwood Avenue. Thus, Alternative 1 with the Montebello At-Grade Option would be supportive of regional and local goals and policies supporting improved mobility and transit access as identified for the base Alternative 1. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

Construction Impacts

Construction of Alternative 1 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under Alternative 1 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of Alternative 1 would be conducted in compliance with local land use plans and codes, including the provision of noise control measures in order to avoid conflict with the goals of local noise ordinances. Therefore, the construction of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. The property acquisition for construction under Alternative 1 with the Atlantic/Pomona Station Option would not conflict with

applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the Atlantic/Pomona Station Option would be conducted in compliance with local land use plans and codes. Construction of Alternative 1 with the Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location. As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. The property acquisition for construction under Alternative 1 with the Montebello At-Grade Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the Montebello At-Grade Option would be conducted in compliance with local land use plans and codes. Construction of Alternative 1 with the Montebello At-Grade Option would not conflict with local land use plans, policies, or regulations and would therefore result in a less than significant impact.

3.10.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The operation of Alternative 1 would not conflict with local land use plans, policies, or regulations and would help achieve regional and local goals to improve transit and mobility in East Los Angeles and the city of Commerce as discussed in **Section 3.10.6.2.1**. While it would not directly support the goals of the plans located further east, Alternative 2 would provide more convenient access to transit for those communities and would not prevent a future rail extension to serve those areas. Similarly, the operation of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions in East Los Angeles and the city of Commerce. Operation of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations and would therefore result in a less than significant impact.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities, although to a lesser degree than Alternative 1 or Alternative 3.

The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. The property acquisition for construction under the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would be conducted in compliance with local land use plans and codes. Construction of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations and would therefore result in a less than significant impact.

3.10.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Option

The operation of Alternative 1 would not conflict with local land use plans, policies, or regulations and would help achieve regional and local goals to improve transit and mobility in East Los Angeles and the cities of Commerce and Montebello discussed in **Section 3.10.6.2.1**. While it would not directly support the goals of the plans located further east, Alternative 3 would provide more convenient access to transit for those communities and would not prevent a future rail extension to serve those areas. Similarly, the operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions in East Los Angeles and the cities of Commerce and Montebello. Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not conflict with local land use plans, policies, or regulations and would therefore result in a less than significant impact.

Construction Impacts

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would require property acquisition and construction easements for some construction activities, though to a lesser degree than Alternative 1. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. The property acquisition for construction under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction would also be conducted in compliance with local land use plans and codes. Construction of the base Alternative 3 or

Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not conflict with local land use plans and would therefore result in a less than significant impact.

3.10.6.2.4 Maintenance and Storage Facilities

Operational Impacts

Commerce MSF

The Commerce MSF site option would require acquisition of several properties with low-rise commercial and industrial buildings serving light industrial, wholesale, warehousing, distribution, and commercial supply businesses and require the permanent closure of portions of Corvette Street between Saybrook and Davie Avenues. The parcels in the vicinity of the Commerce MSF site option are classified as Public Facility, Heavy Industrial, and Unlimited Commercial in the city of Commerce zoning code. Given the existing industrial and commercial uses of the parcels to be acquired and of the parcels in the surrounding area, operation of this MSF site option would not be considered a change in land use type and would not conflict with adjacent land uses. The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city of Commerce will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The Commerce MSF site option is located in Commerce and would serve the entire alignment, thereby benefiting the region at large while also having some effects only on the local area, such as property acquisition, street closures, and removal of potentially historic buildings. The Commerce MSF site option would also bring the city new job and economic growth opportunities. It would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur. Operation of the Commerce MSF site option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; thus, no impact would occur.

Montebello MSF and Montebello MSF At-Grade Option

The Montebello MSF site option or the Montebello MSF At-Grade Option would require acquisition of several properties with commercial and industrial uses. The parcels within the Montebello MSF site option and in the vicinity are designated as Heavy Manufacturing under the city of Montebello zoning code. A significant portion of the Montebello MSF site option is occupied by an industrial/commercial paving business. Given the existing industrial and commercial uses of the parcels to be acquired and of the parcels in the surrounding area, operation of this MSF option would not be considered a change in land use type and would not conflict with adjacent land uses. West of the intersection of Gayhart Street and Washington Boulevard, the guideway alignment with the Montebello MSF site option and Montebello MSF At-Grade Option would be located with the median of Washington Boulevard to avoid permanent acquisition of a historical resource as discussed further in Section 3.4, Cultural Resources. Operation of the Montebello MSF site option or the Montebello MSF site option with the

Montebello MSF At-Grade Option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; no impact would occur.

Construction Impacts

Commerce MSF

The Commerce MSF site option would be located in a highly industrial and commercial environment. Given the existing industrial and commercial uses in the area, construction of this MSF would not be considered a change in land use type and would not conflict with adjacent land uses. As described for operations, The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city of Commerce will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. It would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce, and the region as whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur. Construction of the Commerce MSF site option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; no impact would occur.

Montebello MSF and Montebello MSF At-Grade Option

The Montebello MSF site option or the Montebello MSF At-Grade Option would be located in the city of Montebello. The parcels within the Montebello MSF site option and in the surrounding vicinity are designated as Light Manufacturing, Heavy Manufacturing, and Community Commercial in the zoning code. A significant portion of the proposed Montebello site is occupied by an industrial/commercial paving business.

The Montebello MSF site option or the Montebello MSF site option with the Montebello MSF At-Grade Option would be located in a highly industrial and commercial area. Given the existing industrial and commercial uses in the area, operation of this MSF would not be considered a change in land use type and would not conflict with adjacent land uses. Construction of the Montebello MSF site option or the Montebello MSF At-Grade Option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; no impact would occur.

3.10.7 Project Measures and Mitigation Measures

3.10.7.1 Project Measures

The project measures are design features, best management practices, or other measures required by law and/or permit approvals that avoid or reduce potential impacts. These measures are requirements of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

PM TRA-1 would be implemented for the construction of the Build Alternatives. For more details on this measure, see Section 3.14.7.1 in Section 3.14, Transportation and Traffic.

3.10.7.2 Mitigation Measures

As identified in **Section 3.10.6**, the Build Alternatives and Build Alternatives with the design option(s) would have less than significant impacts on land use and planning under Impact LUP-1 (Established Community) and Impact LUP-2 (Plan, Policy, or Regulation Conflicts). The MSF site options would have less than significant impacts under Impact LUP-1 and no impact under Impact LUP-2. No mitigation measures would be required for operation or construction. **Table 3.10-3** identifies the combined impact of the base alternatives with the associated MSF site option(s), and the alternatives with one or both design options (as applicable) with the associated MSF site option(s). **All impacts would be less than significant for all alternatives and design options.**

3.10.8 Significance After Mitigation

As identified in **Table 3.10-3**, **no mitigations are required** for the Build Alternatives and Build Alternatives with the design option(s). Less than significant impacts would remain.

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Table 3.10-3. Summary of Mitigation Measures and Impacts After Mitigation

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1 ¹		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2 ²	Alternative 2 + Atlantic/Pomona Station Option	Base Alternative 3 ³		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
Impact LUP-1: Established Community	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact LUP-2: Plan, Policy, Or Regulation	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.

Notes:

The Base Alternatives are shaded in light yellow. Design options are not shaded.

¹ The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

² The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).

³ The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

Key:

NI = No Impact

LTS = Less Than Significant

SU = Significant and Unavoidable

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