

3.17 Growth-Inducing Impacts

3.17.1 Introduction

This section discusses the Project setting in relation to growth-inducing impacts. It describes existing conditions, the current regulatory setting, and potential impacts from construction and operation of the Build Alternatives, including design options and MSF site options. The study area for growth inducement is primarily the detailed study area (DSA), with some references to the general study area (GSA). Information in this section is based on the Eastside Transit Corridor Phase 2 Growth-Inducing Impacts Report (Appendix R).

3.17.2 Regulatory Framework

3.17.2.1 Federal

There are no applicable federal regulations or policies pertaining to potential growth inducing impacts of the Project.

3.17.2.2 State

CEQA requires an assessment of the ways in which the project could promote economic or population growth in the vicinity of the project (Section 15126.2[e]). Growth inducement may be said to occur if “the project fosters economic or population growth or the construction of additional housing either directly or indirectly.” Projects that remove “obstacles to population growth,” or that have characteristics that may “encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively” are included. It is further stated that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

3.17.2.3 Local

Growth is regulated exclusively at the local government level by a combination of zoning and policy incentives set by the local jurisdictions located within the DSA, which include the unincorporated Los Angeles County communities of East Los Angeles and Whittier-Los Nietos and the cities of Commerce, Los Angeles, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. As discussed in Section 3.10, Land Use and Planning, and the Eastside Transit Corridor Phase 2 Land Use and Planning Impacts Report (Appendix K), the various jurisdictions have established land use plans and general plans (some of which are being updated) that describe the desired use and intensity of use at full build-out. In addition, other plans and policies may also factor into the jurisdiction’s land use planning, such as policies to promote transit-oriented development (TOD).

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for the six-county region that includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. SCAG’s Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) presents the transportation

and overall land use vision for the six-county region. The 2020 RTP/SCS provides a collective long-term vision for the region's future addressing regional issues including transportation, land use and housing, land conservation and habitat restoration, public health, air quality, resiliency and security and the economy. It provides local agencies in the region with information to guide them in preparing local plans and addressing local issues of regional significance.

Metro's Equity Platform provides a framework for advancing equity that was approved by the Metro Board of Directors in March 2018. The core objective is to increase access to opportunities including housing, jobs, healthcare, education, and other key determinants of health and thriving communities. The Platform is explicit in its focus on the vast disparities that exist in access to opportunity and is intended to help identify and implement projects or programs that reduce and ultimately eliminate those disparities. It is driven by access needs, not geographic equality, though some disparities have a geographic element. The Platform has been incorporated into Metro's Vision 2028 Strategic Plan and must be a critical factor in decision making. In August 2020, Metro published an Equity and Race Program Update outlining the activities taken under the leadership of Metro's new Executive Officer and plans to continue implementing the Metro Equity Platform Framework.

3.17.3 Methodology

While SCAG does not have the ultimate ability to determine where growth will occur because it does not have land use authority, it does work with each of the local jurisdictions to develop a growth forecast and accompanying land use allocation that reflects each of their individual planning efforts and community priorities based on the general plans from each jurisdiction. The growth inducement analysis incorporates the findings from Section 3.10, Land Use and Planning, and Appendix K, and compares the job and population changes associated with the Project to the SCAG projections for growth.

Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing either directly or indirectly beyond planned growth. If the job and population change comparison identifies areas with a greater than expected magnitude of job and/or population growth, the growth inducement analysis evaluates whether the divergence is significant by assessing whether the location or magnitude of the growth would (1) result in additional housing beyond planned growth; (2) strain community and public service providers' ability to serve these locations; or (3) otherwise degrade the environment in some manner. This latter evaluation utilizes the data and findings developed as part of the Eastside Transit Corridor Phase 2 Community and Neighborhood Impacts Report Appendix (Appendix M), the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report (Appendix N), and demographic characteristics as the type of impact warrants. As a transit infrastructure project, the Project is not anticipated to directly foster growth since no housing would be constructed as part of the Project. The analysis focuses on whether the Project would be consistent with SCAG and jurisdictional forecasted growth by providing improved transit service and reliability through the region. As an illustrative example, even if a particular jurisdiction were to experience greater than expected growth, the impact would only be significant from a public services perspective if local schools, police, and fire stations did not have the capacity to absorb the growth.

3.17.4 Thresholds of Significance

Growth inducement is not an environmental impact directly but may reasonably be anticipated to lead to environmental impacts. These impacts are considered significant if they directly or indirectly lead to actions which do have unanticipated demand for housing, community and public services or additional infrastructure. Such demands can arise if the induced growth occurs in locations for which it has not been planned or is of a magnitude that exceeds planned capacities, or otherwise leads to a degradation of environmental quality such as increased noise or air quality.

In accordance with Section 15126.2(e) of the State CEQA Guidelines, a Build Alternative would have a significant impact related to growth inducement if it would:

Impact GRW-1: Foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

3.17.5 Existing Setting

The DSA is located within the much larger Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (as defined by the United States Office of Management and Budget), which is referred to as the “Los Angeles metro area.” The Project is in Los Angeles County within the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier and unincorporated Los Angeles County communities of East Los Angeles and Whittier-Los Nietos.

One of the nation’s largest and most diverse urban economies, the Los Angeles metro area serves as an international gateway for people and commerce from emerging regions all over the world. Los Angeles also has significant concentrations of creative industries and headquarters’ operations. Given the region’s favorable climate, significant infrastructure assets such as the marine ports and airports, and its role as a gateway between the United States and global regions with growth prospects, the Los Angeles metro area is expected to gradually merge with the San Diego region, evolving into one of the nation’s “megaregions” over the next thirty to forty years. Historic and future growth patterns described below are focused on jurisdictions within the DSA as described in Section 2.1.

The full details and results of the background research, records search and survey are documented in Appendix R.

3.17.5.1 Historic Growth

3.17.5.1.1 Population and Households

Table 3.17-1 summarizes the population trends for the cities that comprise the DSA, Los Angeles County (entire region), and the entire SCAG region. The DSA of Alternative 1 also covers the jurisdictions affected by Alternative 2 and Alternative 3. The COVID-19 pandemic has had a significant effect on labor market metrics such as employment. Due to the occurrence of the COVID-19 pandemic in 2020, this analysis reports 2019 data as the most recent demographic representation of the DSA, for all metrics presented in this section.

Table 3.17-1. Historic Population Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change (%)
City of Commerce	12,823	12,964	141	0.12%
City of Montebello	62,500	63,558	1,058	0.19%
City of Pico Rivera	62,942	63,623	681	0.12%
City of Santa Fe Springs	16,223	18,331	2,108	1.44%
City of Whittier	85,331	86,849	1,518	0.20%
Los Angeles County	9,818,605	10,163,139	344,534	0.39%
SCAG 6-County Area	18,195,200	18,966,261	771,061	0.47%

Source: California Department of Finance, E-4: Population Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Benchmark.

The population of the SCAG region was approximately 19.0 million in 2019, of which 10.2 million live in Los Angeles County. Since 2010, the population of the region experienced an average annual growth rate of 0.5 percent, while the county and most of the cities within the DSA had average annual growth rates of less than 0.5 percent. The largest population centers in the DSA are the cities of Montebello, Pico Rivera, and Whittier. Santa Fe Springs and Commerce are small communities where small population changes generate higher growth rates. The population of East Los Angeles and Los Nietos are not reported individually and are, therefore, encompassed in the data presented for all of Los Angeles County.

As **Table 3.17-2** illustrates, Los Angeles County has the largest gains in the number of households between 2010 and 2019 in the SCAG region. Of the cities within the DSA, the city of Santa Fe Springs, which is a relatively small community in terms of population, saw the highest household growth during this period.

Table 3.17-2. Historic Household Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change (%)
City of Commerce	3,470	3,473	3	0.01%
City of Montebello	19,768	20,048	280	0.16%
City of Pico Rivera	17,109	17,121	12	0.01%
City of Santa Fe Springs	4,976	5,512	536	1.20%
City of Whittier	29,591	29,718	127	0.05%
Los Angeles County	3,443,087	3,568,900	125,813	0.41%
SCAG 6-County Area	6,327,311	6,592,458	265,147	0.47%

Source: California Department of Finance, E-5: Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark.

In terms of average annual growth rates for the period, the highest household growth was observed for the SCAG region with approximately 0.5 percent, while the cities within the DSA generally had average annual growth rates well below 0.2 percent. The city of Santa Fe Springs which has a smaller number of households compared to other cities in the DSA experienced a net change of approximately 500 households between 2010 and 2019. In such cases, small changes in households can generate larger

growth rates. Overall, the household data indicates that the cities within the DSA are not high growth areas for the region as they generally are older, more established communities.

3.17.5.1.2 Employment

Table 3.17-3 summarizes the employment trends for the cities that comprise the DSA, Los Angeles County, and the entire SCAG region. As seen in the table, between 2010 and 2019 the SCAG region experienced a growth in employment of around 1.7, with Los Angeles County experiencing employment growth at 1.5 percent. Besides the cities of Commerce and Santa Fe Springs, other cities within the DSA experienced an average annual growth of around 1.3 percent. The cities of Commerce and Santa Fe Springs, each with employment totaling less than 10,000, experienced an average annual growth rate higher than 2.0 percent. Overall, the Southern California region is growing and attracting jobs, with the DSA experiencing moderate growth.

Table 3.17-3. Historic Employment Growth, 2010-2019

Area	2010	2019	2010-2019 Change	Annual Average Change 2010-2019 (%)
City of Commerce	4,700	5,600	900	2.13%
City of Montebello	25,100	27,500	2,400	1.06%
City of Pico Rivera	26,400	28,800	2,400	1.01%
City of Santa Fe Springs	6,300	8,300	2,000	3.53%
City of Whittier	37,900	41,800	3,900	1.14%
Los Angeles County	4,318,700	4,888,600	569,900	1.47%
SCAG 6-County Area	7,747,800	8,906,100	1,158,300	1.66%

Source: State of California Employment Development Department, Labor Market Info, Custom Data Tables, May 2021.

3.17.5.1.3 Unemployment

Table 3.17-4 illustrates that between 2015 and 2019, the unemployment rate decreased across all communities in the DSA. Due to the occurrence of the COVID-19 pandemic in 2020, the analysis reports 2019 data as the most recent representation of unemployment in the DSA. The 2019 unemployment rate ranges from a low of 2.7 percent in the city of Santa Fe Springs to a high of 5.0 percent in the cities of Montebello and Pico Rivera, with a county average of 4.6 percent and a SCAG region average of 4.3 percent. In the case of the city of Commerce, the rate must be tempered by knowledge of the city's small size. With a total population of approximately 13,000 (see **Table 3.17-6**) and understanding that the labor force is typically around half of the population (i.e., labor force excludes children, retirees, and people not seeking work), the high jobless rate applies to a small base. The 2019 national unemployment rate of 3.7 percent falls below most of the rates seen in the DSA.

Table 3.17-4. Historic Unemployment Rates, 2015-2019

City	Unemployment (%)				
	2015	2016	2017	2018	2019
City of Commerce	9.8	6.9	6.9	5.6	4.6
City of Montebello	5.7	5.7	5.2	5.0	5.0
City of Pico Rivera	6.2	5.9	5.2	5.2	5.0
City of Santa Fe Springs	8.0	2.9	3.1	2.8	2.7
City of Whittier	5.3	5.3	4.7	4.5	4.6
Los Angeles County	6.7	5.3	4.8	4.7	4.6
SCAG 6-County Area	6.4	5.4	4.8	4.4	4.3
US Total	5.3	4.9	4.4	3.9	3.7

Source: State of California Employment Development Department, Labor Market Info, May 2021; Bureau of Labor Statistics.

3.17.5.1.4 Land Use

Existing land use types within 0.25 miles of the proposed stations for the Build Alternatives are summarized below. Within the DSA, various land use types exist consisting of residential, commercial, industrial and public facilities. For additional information on land use see Section 3.10, Land Use and Planning, and Appendix K. All stations listed below in **Table 3.17-5** would be constructed under Alternative 1. Alternative 2 would include the Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations. Alternative 3 would include the Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations.

Table 3.17-5. Land Use Types Within 0.25 mile of Proposed Stations

Proposed Stations	Residential	Commercial	Industrial	Facilities
Atlantic (Relocated/Reconfigured)	43%	16%	N/A	10%
Whittier	63%	23%	N/A	5%
Commerce/Citadel	1%	21%	61%	7%
Greenwood	52%	8%	30%	5%
Rosemead	34%	40%	19%	N/A
Norwalk	67%	21%	N/A	11%
Lambert	23%	12%	28%	22%

3.17.5.1.5 Summary

As summarized above, within the DSA and within 0.25 miles of the proposed stations there are various land use types consisting of residential, commercial, industrial, and public facilities. The cities and communities within the DSA are established communities that generally have experienced relative stability, posting slight gains in terms of population, households, and employment over the last eight years. As shown in the population, households, and employment data, the growth in the cities in the DSA and Los Angeles County have generally been slower than that of the larger SCAG region. This slower growth indicates that portion of the SCAG region that is growing most rapidly lies outside of the DSA, and largely outside of Los Angeles County apart from the city of Los Angeles.

3.17.5.2 Future Growth

The projections of growth for the cities within the DSA, Los Angeles County, and the SCAG region are provided through 2045 based on the 2020 RTP/SCS Forecast. **Table 3.17-6** through **Table 3.17-8** summarize the population, household, and employment forecasts for the cities that comprise the DSA, Los Angeles County, and the entire SCAG region. According to the SCAG forecast, population and employment in the region is expected to reach approximately 22.5 million and 10.0 million, respectively, by 2045. This represents a 15.3 percent increase in population between 2020 and 2045 and a 15.6 percent increase in employment for the same period. Similarly, the household forecast for the SCAG region is expected to reach 7.6 million by 2045, a 20.5 percent increase from 2020.

Table 3.17-6. Population Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	13,200	13,800	4.5%
City of Montebello	64,400	67,800	5.4%
City of Pico Rivera	63,900	67,400	5.4%
City of Santa Fe Springs	18,400	20,600	12.3%
City of Whittier	89,700	98,900	10.2%
Los Angeles County	10,407,300	11,673,900	12.2%
SCAG 6-County Area	19,517,700	22,503,900	15.3%

Source: SCAG, 2020.

In general, the SCAG forecasts for Los Angeles County and the cities that comprise the DSA show a slower rate of growth in population, households, and employment between 2020 and 2045 than the larger SCAG region. Of the cities in the DSA, only the city of Santa Fe Springs is expected to experience total population growth in excess of 15 percent during the forecast period (16.4 percent). However, it must be noted that the city of Santa Fe Springs is a smaller community where small changes generate a larger growth rate. A similar trend is anticipated in terms of households. These forecasts of population and households indicate that the primary areas of growth for the SCAG region would be anticipated to be outside of the DSA.

Table 3.17-7. Household Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	3,400	3,700	6.9%
City of Montebello	19,400	21,100	8.5%
City of Pico Rivera	16,800	18,500	10.1%
City of Santa Fe Springs	5,500	6,500	16.5%
City of Whittier	30,500	33,500	9.9%
Los Angeles County	3,471,800	4,119,300	18.7%
SCAG 6-County Area	6,333,500	7,633,500	20.5%

Source: SCAG, 2020.

In terms of employment, the projected growth rates for the cities within the DSA generally are less than half the forecasted growth for the SCAG region between 2020 and 2045. During this period, none of the cities in the DSA are anticipated to experience employment growth in excess of 15 percent. As a result, the forecast indicates that the primary areas of employment growth in the SCAG region would continue to occur outside of the DSA.

Table 3.17-8. Employment Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Commerce	53,900	56,000	4.0%
City of Montebello	29,700	31,300	5.4%
City of Pico Rivera	25,300	27,200	7.3%
City of Santa Fe Springs	57,800	61,000	5.4%
City of Whittier	36,400	38,900	6.9%
Los Angeles County	4,838,500	5,382,200	11.2%
SCAG 6-County Area	8,695,400	10,048,800	15.6%

Source: SCAG, 2020.

3.17.6 Impact Evaluation

3.17.6.1 Impact GRW-1: Growth Inducement

Impact GRW-1: Would a Build Alternative foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

3.17.6.1.1 Alternative 1 Washington

Operational Impacts

As a transit infrastructure project, Alternative 1 is not anticipated to directly foster growth since no housing would be constructed as part of the Project. Alternative 1 is designed to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings associated with the Alternative 1; however, these benefits would not be great enough to induce development beyond levels that are already planned in the DSA, as explained below.

While housing development would not be directly induced by the Project, there would be opportunities where Alternative 1 could serve as a “catalyst” for economic revitalization and growth in areas where development has already occurred. Section 3.10, Land Use and Planning, and Appendix K identify opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment at properties proposed to be acquired for the Project. These are summarized briefly here by station and are presented in greater detail in Section 3.10, Land Use and Planning, and Appendix K.

- **Atlantic (Relocated/Reconfigured):** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Whittier:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Commerce/Citadel:** Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.

- **Greenwood:** Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses to meet the needs of residents, consistent with the *Montebello 1973 General Plan*¹ goals and policies. Properties anticipated to be acquired around the proposed Greenwood station are industrial and commercial uses, including auto services and restaurants. Any anticipated development opportunities in this area would be consistent with existing land use characteristics, plans, policies, and regulations, with a potential for joint-use development.
- **Rosemead:** Much redevelopment has already occurred; as a result, limited opportunities remain. Properties anticipated to be acquired around the proposed Rosemead station are commercial uses, including restaurants and miscellaneous services. Any potential opportunity for development in this area would be consistent with the *Pico Rivera General Plan* and *Rancho de Bartolo Specific Plan Amendment* development goals and policies, as well as existing land use characteristics, plans, policies, and regulations.
- **Norwalk:** Potential opportunities for development would be limited to existing commercial and vacant parcels. Los Angeles County's and the city of Santa Fe Springs' existing land use controls associated with land use and zoning designations would limit the intensity of redevelopment. Properties anticipated to be acquired around the proposed Norwalk station are commercial uses. Any opportunities for development in this area would be consistent with the *Los Angeles County General Plan* and *Santa Fe Spring 2040 General Plan* development goals, as well as existing land use characteristics, plans, policies, and regulations.
- **Lambert:** Potential development would be limited to development of existing commercial and vacant parcels. The city of Whittier's land use controls associated with land use and zoning designations would limit the intensity of redevelopment. Properties anticipated to be acquired around the proposed Lambert station are commercial uses. Any opportunities for development in this area would be consistent with existing land use characteristics, plans, policies and regulations, including the *2021-2040 Envision Whittier General Plan*. With approximately 20 percent of the neighborhood surrounding the proposed station being currently residential, there is opportunity for joint-use development.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

Growth associated with these development opportunities would be consistent with current development and land use plans. As determined in Section 3.10, Land Use and Planning, and Appendix K, development of Alternative 1 would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. Potential indirect effects related to Alternative 1 would include the future planning and development of TODs surrounding the proposed station areas. As set forth in PM GRW-1 (Section 3.17.7.1), Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. In addition, several jurisdictions in the corridor have completed or are in the process of developing their own

¹ The *Montebello General Plan* was adopted in 1973 and was intended to guide development for 20 years (City of Montebello 1973). As the city is built beyond the life of the current general plan, the city of Montebello is currently in the process of updating this document.

individual station area plans. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. TOD planning can also be supported by Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income.

Section 3.10, Land Use and Planning, and Appendix K also indicate that Alternative 1 would not result in a significant land use impact. While this alternative would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas.

Overall, operation of Alternative 1 would have long-term benefits for the communities it traverses, furthering goals and policies for community investment within the DSA. In addition, Metro's Equity Platform can support TOD plans to better accommodate this community investment. Operation of the Project would have long-term mobility benefits for the communities in terms of travel time savings; however, these benefits are not great enough to induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. As a result, operation of Alternative 1 would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Alternative 1 is not anticipated to foster unplanned growth either directly or indirectly, and less than significant growth-inducing impacts would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, operation of Alternative 1 with the Atlantic/Pomona Station Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. The proposed Atlantic/Pomona Station Option would have additional property displacement relative to the baseline option. This displacement would occur in the triangle parcel bounded by Beverly Boulevard to the south, Atlantic Boulevard to the east and Pomona Street to the north, and would not be reverted back to its existing land use. Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses is consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby. Similar to Alternative 1, potential indirect effects related to the Atlantic/Pomona Station Option would include the future planning and development of TODs surrounding the proposed station areas. As set forth in PM GRW-1 (**Section 3.17.7.1**), Metro would coordinate with local jurisdictions and Los Angeles County to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. As a result, operation of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant growth-inducing impacts.

Montebello At-Grade Option

As with the base Alternative 1, operation of Alternative 1 with the Montebello At-Grade Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Similar to Alternative 1, potential indirect effects related to the Montebello At-Grade Option would include the future planning and development of TODs surrounding the proposed station areas. As set forth in PM GRW-1 (**Section 3.17.7.1**), Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. As a result, operation of Alternative 1 with the Montebello At-Grade Option would have less than significant growth-inducing impacts.

Construction Impacts

Construction of Alternative 1 would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of Alternative 1 would have no direct or indirect growth-inducing impacts.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 1 with the Atlantic/Pomona Station Option would have no direct or indirect growth-inducing impacts.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would not induce or result in substantial population growth, either directly or indirectly. As a result, construction of Alternative 1 with the Montebello At-Grade Option would have no direct or indirect growth-inducing impacts.

3.17.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not result in substantial changes to the existing population in the GSA or DSA. The Project would not include development of new housing or businesses that would directly induce population growth. The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option are not designed to induce growth; rather, the intent is for the alternative to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings associated with the base Alternative 2 or Alternative 2 with the

Atlantic/Pomona Station Option relative to the No Project Alternative; however, these benefits would not be great enough to induce development beyond levels that are already planned in the GSA or DSA.

While housing development would not be directly induced by the project, there would be opportunities where the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option could serve as a “catalyst” for economic revitalization and growth in areas where development has already occurred. Section 3.10, Land Use and Planning, and Appendix K identify opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment. These are summarized briefly here by station and are presented in greater detail in Section 3.10, Land Use and Planning, and Appendix K.

- **Atlantic (Relocated/Reconfigured)** - applies to the base Alternative 2: Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Atlantic/Pomona Station Option** – applies to Alternative 2 with the Atlantic/Pomona Station Option: Alternative 2 with the Atlantic/Pomona Station Option would have additional property displacement relative to the base Alternative 2. This displacement would occur in the triangle parcel bounded by Beverly Boulevard to the south, Atlantic Boulevard to the east and Pomona Street to the north. However, opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses is consistent with the *East Los Angeles County Community Plan* land use goals. Growth associated with these development opportunities would be consistent with current development and land use plans.
- **Whittier** – applies to the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option: Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Commerce/Citadel** – applies to the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option: Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

As stated in Section 3.10, Land Use and Planning, and Appendix K, development of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. While these alternatives would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas.

As set forth in PM GR-1 (**Section 3.17.7.1**), Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income. As a result, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Thus, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option is not anticipated to foster unplanned growth either directly or indirectly, and growth-inducing impacts would be less than significant.

Construction Impacts

Base Alternative and Design Option

Construction activities under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no direct or indirect growth-inducing impacts.

3.17.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not result in substantial changes to the existing population in the GSA or DSA. The Project would not include development of new housing or businesses that would directly induce population growth. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are not designed to induce growth; rather, the intent is for the alternative to improve transit service to help accommodate the forecasted growth in the region's population and workforce. As a result, there would be mobility and/or travel time savings

associated with the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option relative to the No Project Alternative; however, these benefits would not be great enough to induce development beyond levels that are already planned in the GSA or DSA.

While development would not be induced, there are opportunities where the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option could serve as a “catalyst” for economic revitalization and growth in areas where development has already occurred. Section 3.10, Land Use and Planning, and Appendix K identify many opportunities within the DSA for joint development at station locations and other public/private transit-oriented development opportunities along the proposed alignment. These are summarized briefly here by station and are presented in greater detail in Section 3.10, Land Use and Planning, and Appendix K.

- **Atlantic (Relocated/Reconfigured)** – applies to the base Alternative 3: Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station site are commercial uses including restaurants, retail stores, auto services, and a gas station. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.
- **Atlantic/Pomona Station Option** – applies to Alternative 3 with the Atlantic/Pomona Station Option: Alternative 3 with the Atlantic/Pomona Station Option would have additional property displacement relative to the base Alternative 3. This displacement would occur in the triangle parcel bounded by Beverly Boulevard to the south, Atlantic Boulevard to the east and Pomona Street to the north. However, opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses is consistent with the *East Los Angeles County Community Plan* land use goals. Growth associated with these development opportunities would be consistent with current development and land use plans.
- **Whittier** – applies to the base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option: Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses, consistent with the *East Los Angeles County Community Plan* land use goals. Properties anticipated to be acquired around the proposed station are commercial uses including restaurants, retail stores, a gas station, and miscellaneous services. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. Therefore, there exists potential opportunities for joint-use development in the commercial parcels around the station. There also exist potential opportunities for joint-use development (commercial/residential) in the commercial parcels around the station, as there are existing residential uses nearby.

- **Commerce/Citadel** – applies to the base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option: Opportunity to support higher density commercial and transit-oriented uses, given the proximity to the Citadel Outlets, consistent with the *Commerce 2020 General Plan* development goals. Properties anticipated to be acquired around the proposed station are industrial uses, including distribution and manufacturing. Any anticipated re-development in this area would be consistent with existing land use characteristics, plans, policies, and regulations. It is unlikely that development opportunities in this area would be residential due the industrial nature of the adjacent areas.
- **Greenwood** – applies to the base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option: Opportunity to redevelop lower density commercial uses to higher density commercial and transit-oriented uses to meet the needs of residents, consistent with the *Montebello 1973 General Plan*² goals and policies. Properties anticipated to be acquired around the proposed Greenwood station are industrial and commercial uses, including auto services and restaurants. Any anticipated development opportunities in this area would be consistent with existing land use characteristics, plans, policies, and regulations, with a potential for joint-use development.

Any planned densification of land uses around station areas is considered in the forecasted SCAG demographic data. Given that the Project is anticipated in the local communities planning documents, transit-oriented development would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction.

Growth associated with these development opportunities would be consistent with current development and land use plans. As stated in Section 3.10, Land Use and Planning, and Appendix K, development of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be consistent with applicable land use plans, policies, and regulations of agencies with jurisdiction over the DSA and would not result in any adverse land use impacts. While these alternatives would not create any new land uses, cities may convert some land uses or create transit-oriented development districts, which would be consistent with current land use plans and compatible with the surrounding areas.

As set forth in PM GR-1 (**Section 3.17.7.1**), Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income. As a result, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the DSA. Thus, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade

² The *Montebello General Plan* was adopted in 1973 and was intended to guide development for 20 years (City of Montebello 1973). As the city is built beyond the life of the current general plan, the city of Montebello is currently in the process of updating this document.

Options are not anticipated to foster unplanned growth either directly or indirectly, and growth-inducing impacts would be less than significant.

Construction Impacts

Base Alternative and Design Options

Construction activities would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no direct or indirect growth-inducing impacts.

3.17.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not result in any substantial changes to the existing population in the GSA or DSA. Properties anticipated to be acquired around the Commerce MSF site option are mostly industrial uses including furniture manufacturing, vehicle parts stores, and food suppliers. Properties anticipated to be acquired around the Montebello MSF are commercial and industrial uses including retailers and clothing and packaging businesses. Operation of the Commerce MSF site option, the Montebello MSF site option, or Montebello MSF At-Grade Option would be compatible with the surrounding industrial and commercial uses and would not induce development beyond levels that are already planned in the GSA or DSA. Given the large size of current workforce in the Los Angeles region as a whole, permanent employment opportunities associated with operations of the MSF facilities is not expected to cause population relocation. Therefore, operation of the Commerce MSF site option, the Montebello MSF site option, or Montebello MSF At-Grade Option would have less than significant direct or indirect growth-inducing impacts.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or Montebello MSF At-Grade Option would not include the development of temporary or permanent housing or other infrastructure that could result in unplanned population growth. Therefore, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no direct or indirect growth-inducing impacts.

3.17.7 Project Measures and Mitigation Measures

3.17.7.1 Project Measures

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives and design options. No project measures are required for the MSF site options.

PM GRW-1: Metro shall coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor.

3.17.7.2 Mitigation Measures

As identified in **Section 3.17.6**, the Build Alternatives and Build Alternatives with the design option(s), and the MSF site options would not have significant growth-inducing impacts under Impact GRW-1 (Growth-Inducing). As identified in **Table 3.17-9**, impacts would be less than significant and no additional mitigation measures are required for all Build Alternatives, the Build Alternatives with the design option(s), and the MSF site options.

3.17.8 Significance After Mitigation

As identified in **Table 3.17-9**, no impacts related to growth-inducement (Impact GRW-1) would occur, thus, impacts would be less than significant for all Build Alternatives, the Build Alternatives with the design option(s), and the MSF site options.

Table 3.17-9. 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 GRW-1: Growth-Inducing	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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