

West Santa Ana Branch Transit Corridor

Final Communities and Neighborhoods Impact Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Communities and Neighborhoods Impact Analysis Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

Prepared by:



WSP
515 South Figueroa Street
Suite 1400
Los Angeles, California 90071



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AUTHOR(S)

Terry A. Hayes, AICP, Terry A. Hayes Associates Inc.

Allyson Dong, Terry A. Hayes Associates Inc.

Teresa Li, AICP, Terry A. Hayes Associates Inc.

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ACRONYMS AND ABBREVIATIONS

| Acronym | Definition |
|-------------|---|
| AA | Alternatives Analysis |
| ACS | American Community Survey |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CPA | Community Plan Area |
| EIR | environmental impact report |
| EIS | environmental impact statement |
| FTA | Federal Transit Administration |
| I- | Interstate |
| LA | Los Angeles |
| LPA | Locally Preferred Alternative |
| LRT | light rail transit |
| LRTP | Long Range Transportation Plan |
| LRV | light rail vehicle |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MRDC | Metro Rail Design Criteria |
| MSF | Maintenance and Storage Facility |
| NEPA | National Environmental Policy Act |
| NOP | Notice of Preparation |
| PEROW | Pacific Electric Right-of-Way |
| Project | West Santa Ana Branch Transit Corridor Project |
| ROW | right-of-way |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SCAG | Southern California Association of Governments |
| TAZ | Transportation Analysis Zone |
| TCE | temporary construction easement |
| TOD | transit-oriented development |
| TPSS | traction power substation |
| U.S. Census | United States Census Bureau |
| UPRR | Union Pacific Railroad |
| USACE | United State Army Corps of Engineers |
| WSAB | West Santa Ana Branch |

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors identified the Locally Preferred Alternative (LPA), which will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (renamed to Eco-Rapid Transit, which has since been dissolved), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

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

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

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

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

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period to 60 days. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

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

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

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

1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two station design options, and two site options for a maintenance and storage facility (MSF):

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station

- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review and comment period. In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With identification of the LPA, the Metro Board also identified the MSF site option located in the City of Bellflower as a component of the LPA.

1.4 Report Purpose and Structure

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

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

1.5 General Background

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

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

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

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

1.6 Methodology

1.6.1 Data Gathering

Demographic information presented in this impact analysis report is based on data from the U.S. Census Bureau and SCAG. Community-related data (e.g., population, household, employment, ethnicity, age, residents living in the same house after a year, and language spoken at home) were obtained from the U.S. Census Bureau's block group-level 2015 American Community Survey (ACS) 5-Year Estimates released in 2016. Existing conditions (2017) and horizon year 2042 socioeconomic characteristics presented in this impact analysis report, including the residential population, total number of jobs, and households in an area, were derived from Transportation Analysis Zone (TAZ) estimates from the SCAG 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (SCAG 2016).

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

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

1.6.2 Analysis

Three primary elements that affect communities and neighborhoods are addressed in this analysis: access and mobility, community character and cohesion, and community stability. Factors that generally affect access and mobility include the provision of parking and sidewalks, at-grade crossings, turning restrictions, street closures, vehicle delay at intersections, underpasses and overpasses, safety barriers, and walls. Factors that generally affect community character and cohesion include displacement of residences and community assets, access to community facilities, changes to the community layout, changes in noise levels, changes in visual character, changes in the types of land uses in an affected area, and demographic changes.

Community stability can be determined by how long residents have lived at their current addresses. Communities or neighborhoods that generally experience frequent turnover are expected to be less cohesive and stable than those that experience long-term residency. A large proportion of individuals remaining in the same house for a long period of time can indicate a strong cohesive community. The potential for the Project to physically divide an established community is discussed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a). Major transit projects have the potential to affect communities and neighborhoods since transit projects could result in changes to the physical layout of an area, demographics, land uses, and possibly the overall sense of community.

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

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

- Displace residences or community assets in such a way that would result in the isolation of a residential neighborhood or community assets from its community
- Alter the physical layout of a community
- Change surrounding visual character and noise levels that would alter the character of the affected community
- Change land uses that would be inconsistent with the goals, policies, and objectives of the affected communities' plans
- Alter the demographics of the affected communities

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

This analysis relies on the analysis of several other environmental topics, including transportation, land use, acquisitions and displacements, visual and aesthetics, air quality, noise, and parklands and community facilities. These analyses are found in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a), *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (2024c), *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (2024d), *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (2024e), *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (2024f), *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (2024g), and *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (2024h).

Temporary short-term and permanent long-term effects from construction and operation of the LPA, design option, and MSF on each identified community are assessed on a qualitative, and where possible, quantitative basis.

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

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024f). Impacts would be considered significant if the Project has the potential to:

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a). Impacts would be considered significant if the Project has the potential to:

- Physically divide an established community

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

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

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

The No Build Alternative and LPA are generally defined as follows:

- **No Build Alternative:** Reflects the transportation network in the 2042 horizon year without the LPA. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long Range Transportation Plan (2009 LRTP)* (Metro 2009) and SCAG's *2016-2040 RTP/SCS (SCAG 2016)*, as well as additional projects funded by Measure M that would be completed by 2042.
- **LPA:** The LPA consists of a 14.5-mile LRT line that will extend from the northern terminus in the City of Los Angeles/Florence-Firestone community of LA County to a southern terminus in the City of Artesia.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch² ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW south of the I-105 freeway. The LPA will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia. Figure 2-2 depicts the alignment sections that will require freight track relocation. The LPA will be grade separated where warranted, as indicated on Figure 2-1.

² The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

Figure 2-1. Locally Preferred Alternative Alignment by Grade



Source: WSP and TAHA 2023

Figure 2-2. Existing Rail Right-of-Way Ownership



Source: WSP and TAHA 2023

2.1 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from each side of the four alternatives evaluated in the Draft EIS/EIR) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the LPA's impacts are identified and evaluated, the No Build Alternative does not include the Project.

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

The required environmental baseline socioeconomic growth projections, including the reasonably foreseeable transportation network in 2042, were established in July 2017 when the preparation of the Draft EIS/EIR began. The SCAG 2016-2040 RTP/SCS was the adopted current regional growth forecast at the time the Draft EIS/EIR baseline was established. Specifically, the baseline year 2017 and future year 2042 population, housing, and employment are derived from the Transportation Analysis Zone-level estimates from the SCAG 2016-2040 RTP/SCS.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative based on the Metro 2009 LRTP and SCAG 2016 RTP/SCS.

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

| Project | To / From | Location Relative to Study Area |
|--|---|---------------------------------|
| Rail (Existing) | | |
| Metro Rail System (LRT and Heavy Rail Transit) | Various locations | Within Study Area |
| Metrolink (Southern California Regional Rail Authority) System | Various locations | Within Study Area |
| Rail (Under Construction/Planned)¹ | | |
| Metro Westside D Line Extension | Wilshire/Western to Westwood/VA Hospital | Outside Study Area |
| Metro C Line Extension ² to Torrance | 96th Street Station to Torrance | Outside Study Area |
| Metro C Line Extension | Norwalk to Expo/Crenshaw | Outside Study Area |
| Metro East-West Line/Regional Connector/Eastside Phase 2 | Santa Monica to Lambert Road Santa Monica to Peck Road | Within Study Area |
| Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B | Long Beach to Claremont | Within Study Area |
| Metro Sepulveda Transit Corridor | Metro G Line to Metro E Line | Outside Study Area |

| Project | To / From | Location Relative to Study Area |
|--|--|---------------------------------|
| Metro East San Fernando Valley Transit Corridor | Sylmar to Metro G Line | Outside Study Area |
| Los Angeles World Airport Automated People Mover | 96th Street Station to LAX Terminals | Outside Study Area |
| Metrolink Capital Improvement Projects | Various projects | Within Study Area |
| California High-Speed Rail | Burbank to LA LA to Anaheim | Within Study Area |
| Link US ³ | LAUS | Within Study Area |
| Bus (Existing) | | |
| Metro Bus System (including BRT, Express, and local) | Various locations | Within Study Area |
| Municipality Bus System ⁴ | Various locations | Within Study Area |
| Bus (Under Construction/Planned) | | |
| Metro G Line (BRT) | Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth | Outside Study Area |
| Vermont Transit Corridor (BRT) | 120th Street to Sunset Boulevard | Outside Study Area |
| North San Fernando Valley BRT | Chatsworth to North Hollywood | Outside Study Area |
| North Hollywood to Pasadena | North Hollywood to Pasadena | Outside Study Area |
| Highway (Existing) | | |
| Highway System | Various locations | Within Study Area |
| Highway (Under Construction/Planned) | | |
| High Desert Multi-Purpose Corridor | SR-14 to SR-18 | Outside Study Area |
| I-5 North Capacity Enhancements | SR-14 to Lake Hughes Road | Outside Study Area |
| SR-71 Gap Closure | I-10 to Rio Rancho Road | Outside Study Area |
| Sepulveda Pass Express Lane | I-10 to US-101 | Outside Study Area |
| SR-57/SR-60 Interchange Improvements | SR-57/SR-60 | Outside Study Area |
| I-710 South Corridor Project (Phases 1 and 2) | Ports of Long Beach and LA to SR-60 | Within Study Area |
| I-105 Express Lane | I-405 to I-605 | Within Study Area |
| I-5 Corridor Improvements | I-605 to I-710 | Outside Study Area |

Source: Metro 2018, WSP 2019

Notes: ¹ Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

² The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ Link US rail walk times included only.

⁴ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = bus rapid transit; LA = Los Angeles; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; LRT = light rail transit; SR = State Route; VA = Veterans Affairs

2.2 Locally Preferred Alternative

2.2.1 Refinements to the Locally Preferred Alternative

The LPA evaluated in this report is Alternative 3 from the Draft EIS/EIR with refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA include the following:

- Shift the Slauson/A Line aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements between the Slauson/A Line Station and the existing A Line Station. Additionally, a set of stairs was added between the A Line station and street level.
- Swap the location of the freight and LRT tracks within the La Habra Branch ROW compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south side to accommodate potential freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park:
 - Open crossings previously proposed for closure at Albany Street and Rugby Boulevard
 - Close crossings previously proposed to remain open at Malabar Street and Arbutus Avenue
 - Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of infrastructure related to a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to avoid impacts to a spur track.
- Close the private at-grade crossing at Miller Way. The private business will be displaced by the Project.
- Extend the LRT viaduct north of Imperial Highway to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north; also add a new driveway entrance to the parking facility at Century Boulevard.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Modify the replacement freight bridge at I-105 to a four-span structure, consistent with the current bridge, rather than the previously proposed two-span structure.
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that will span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for a signalized pedestrian crossing of Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate dedicated turning movements to the community.

- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and provide replacement parking elsewhere on the property to maintain the existing number of parking spaces.
- Redesign retaining walls on the southeast side of the 183rd Street/Gridley Road crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trails as an existing, rather than future, condition in the Final EIS/EIR plan set.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia, and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Place and shift structure north to provide alley egress resulting in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway along the east side.
- Incorporate Mitigation Measures NOI-4 (Crossing Signal Bell Shrouds) and NOI-5 (Gate-Down-Bell-Stop Variance), recommended in the Draft EIS/EIR to further reduce noise at grade crossings, as Project Measure NOI PM-1 and NOI PM-2 in the Final EIS/EIR to be implemented as part of the LPA.
- Add Project Measure VA PM-8 (Residential Screening for Aerial Structures), which requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening.
- Add Project Measures BIO PM-1 (Invasive Plant Species Best Management Practices) and BIO PM-2 (Prohibition of Invasive Plant Species in Landscape Plans) to provide options to minimize the spread of invasive species during construction and prohibit the inclusion of invasive species in landscape plans; add Project Measure BIO PM-3 (LA Metro Tree Policy) to require adherence to LA Metro Tree Policy, adopted by Metro in October 2022.
- Add Project Measure CR PM-1 (Secretary of the Interior Standards Design Review), which requires review and approval of the design of the new LRT bridge and C Line station that will be constructed within the Century Freeway-Transitway Historic District and extension of the Union Pacific LA River Rail Bridge's existing concrete piers by a professional who meets the Secretary of the Interior's Professional Qualification Standards in architectural history, history, or architecture.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area near State Street and Randolph Street to east of State Street in the railroad ROW.
- Relocate the laydown area at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substations (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility east of the tracks at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street/Gridley Road to the southeast side.

2.2.2 Alignment Configuration

This section summarizes the LPA alignment. The general characteristics of the LPA are summarized in Table 2.2. Figure 2-3 illustrates the freeway crossings along the alignment. Additionally, the LPA will require relocation of existing freight rail tracks within the ROW to maintain existing operations where freight tracks will be in a shared corridor with the LRT tracks. Figure 2-2 depicts the alignment sections that will require freight track relocation.

Table 2.2. Summary of LPA Components

| Component | Quantity |
|---------------------------------------|--|
| Alignment length | 14.5 miles |
| Length of at-grade and aerial | 12.1 miles at-grade; 2.4 miles aerial ¹ |
| Station configurations | 9 along WSAB alignment, 1 at-grade infill station along C Line 3 aerial; 6 at-grade |
| Parking facilities | 5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces) |
| At-grade crossings | 30 |
| Elevated street crossings | 15 |
| Freight crossings | 6 |
| Freeway crossings | 4 (1 aerial/overcrossing at I-105; 3 freeway undercrossings ² at I-710, I-605, SR 91) |
| Freight realignment | 8.7 miles |
| River crossings | 3 (Rio Hondo, LA River and San Gabriel) |
| TPSS facilities | 17 |
| Maintenance and Storage Facility site | 1 (City of Bellflower) |

Source: WSP 2023

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

LA = Los Angeles; TPSS = traction power substation; WSAB = West Santa Ana Branch

Figure 2-3. Freeway Crossings



Source: WSP 2023

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of approximately 2,800 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 30 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings. The following further describes the LPA along the alignment.

Northern terminus (City of Los Angeles/Florence-Firestone community of LA County): The northern terminus of the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line. Transfers between the Slauson/A Line Station and the existing Metro A Line will be accommodated via two pedestrian bridges between the two station platforms. The pedestrian bridges will be located at the southern and northern ends of the platforms and will be accessed by stairs, escalators, and/or elevators. Stairs, escalators, and/or elevators will also connect with the street level on the north side of the station, while stairs will connect with the street level on the south side of the station. An additional set of stairs will be added to the existing A Line Station providing access to street level. Tail tracks³ accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW⁴ (City of Huntington Park): South of the Slauson/A Line Station, the alignment will turn east along the existing UPRR owned La Habra Branch ROW in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW, and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard. From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Avenue and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration.

San Pedro Subdivision ROW (Cities of Huntington Park, Bell, Cudahy, South Gate, Downey, and Paramount): At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

³ Tail tracks are additional tracks that extend beyond the end of the mainline tracks and can be used for temporarily parking, storing, or reversing the direction of trains. While the tracks are designed to allow for layover if needed, trains will not sit at the end of the line.

⁴ The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing approximately 600 parking spaces with a vehicle underpass under the freight tracks to access the parking facility.

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

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to serve the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The I-105/C Line Station will include a dedicated transit parking facility providing approximately 340 to 360 parking spaces, depending on the location of the TPSS. The alignment will continue at-grade, crossing Century Boulevard, then will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the new C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line Station will also be provided at Façade Avenue via stairs and elevators. To accommodate construction of the new station platform, the existing Metro C Line tracks will be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured.

PEROW (Cities of Paramount, Bellflower, Cerritos, and Artesia): South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the northeast side of the alignment adjacent to the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing approximately 490 parking spaces located south of the alignment between Los Angeles Department of Water and Power property and Rosecrans Avenue.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility (Somerset Boulevard).

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing approximately 260 parking spaces.

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

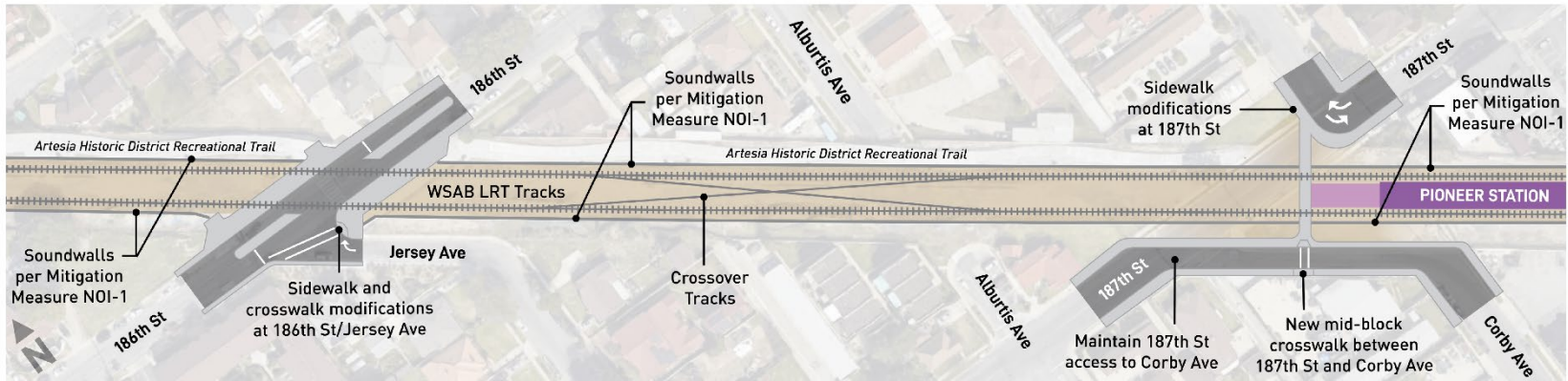
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration and cross 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing approximately 1,100 parking spaces. Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

2.2.3 Design Option – Close 186th Street

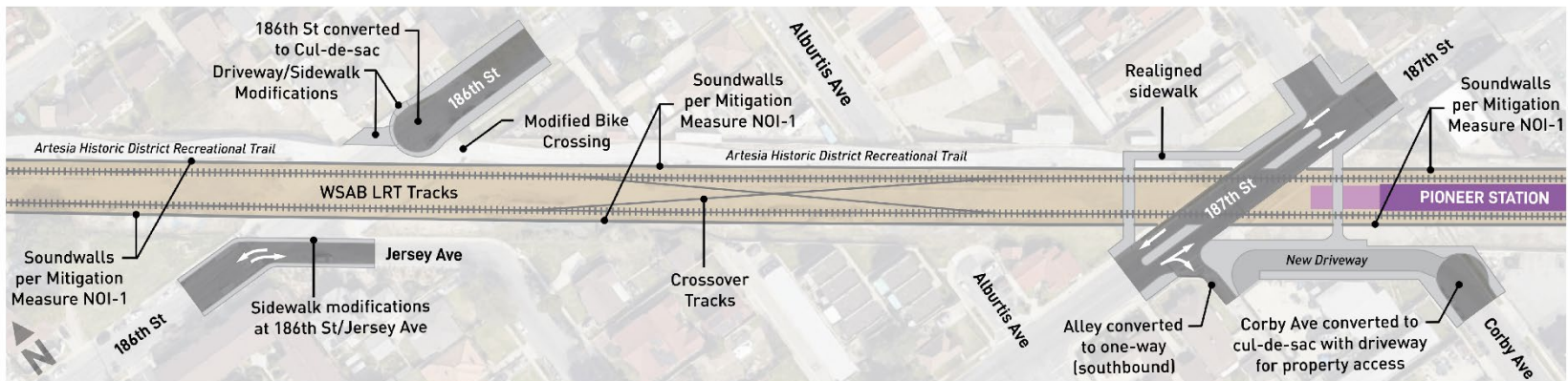
The LPA includes one design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would become a cul-de-sac with an access driveway for the existing business (Figure 2-4).

Figure 2-4. Locally Preferred Alternative and Design Option: Close 186th Street



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

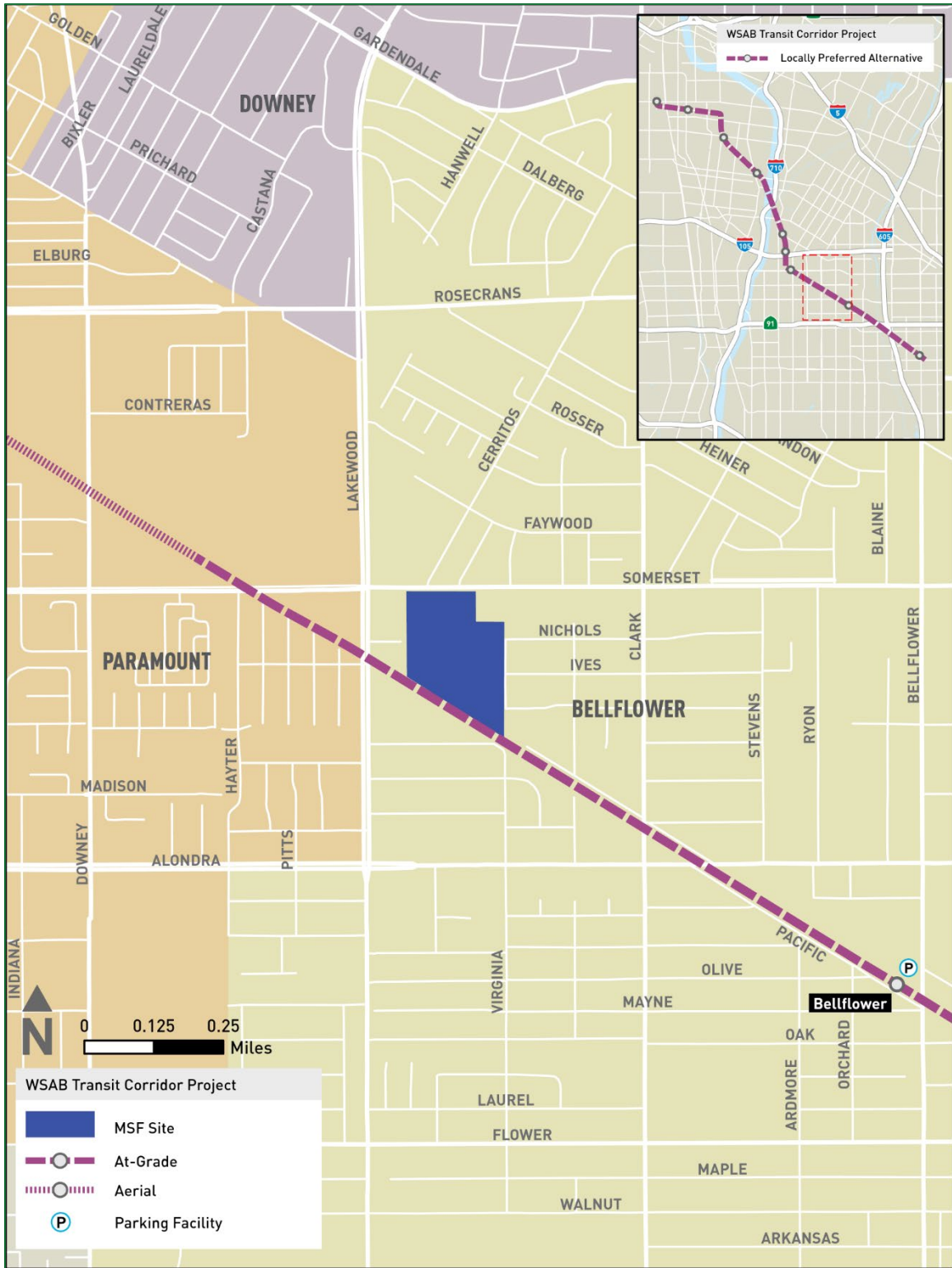
2.2.4 Maintenance and Storage Facility

Generally, each LRT project requires an MSF facility to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRVs). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

In January 2022, the Metro Board identified the Bellflower MSF as the WSAB Project's MSF site. The MSF site is located in the City of Bellflower and is bounded by a mobile home community and industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. Access to the site will be via a signalized driveway at Somerset Boulevard and Bayou Avenue (Figure 2-5). In total, the MSF site is approximately 21 acres and could accommodate up to 80 LRVs to serve the Project's operations plan.

The MSF will have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility will include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) will have sufficient length for a three-car train set.

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023

3 REGULATORY FRAMEWORK

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

Federal

There are no applicable federal plans, policies, or regulations in regard to community and neighborhoods.

State

There are no applicable state plans, policies, or regulations in regard to community and neighborhoods.

Regional

- 2016-2040 SCAG RTP/SCS

Local

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

3.1 Federal

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

3.2 State

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

3.3 Regional

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

The 2016-2040 RTP/SCS, adopted in April 2016, presents the transportation and overall land use vision for the SCAG six-county region. It is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The *2016-2040 RTP/SCS* identifies priorities for transportation planning within the SCAG region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. It provides local agencies in the Southern California region with information to guide them in preparing local plans and addressing local issues of regional significance (SCAG 2016). The *2016-2040 RTP/SCS* goals that focus on communities and neighborhoods include the following:

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

3.4 Local

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

3.4.1 City of Los Angeles General Plan

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

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

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

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

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

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

Source: City of Los Angeles 2001; City of Los Angeles 2013; City of Los Angeles 2000; City of Los Angeles 2003; City of Los Angeles 2017

3.4.2 City of Los Angeles Land Use/Transportation Policy

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

- Focus future growth of the city around transit stations
- Increase land use intensity in transit station areas, where appropriate

- Create a pedestrian-oriented environment in context of an enhanced urban environment
- Accommodate mixed commercial/residential use development
- Provide for places of employment

3.4.3 City of Vernon General Plan

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

Table 3.2. City of Vernon General Plan Relevant Policy

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

Source: City of Vernon 2015b

3.4.4 Los Angeles County General Plan 2035

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

Table 3.3. Los Angeles County General Plan Relevant Policies

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

Source: County of Los Angeles 2015

3.4.5 Florence-Firestone Community Plan, Los Angeles County

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

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

| Goal/Policy | Description |
|---------------|--|
| Policy M-4.3 | Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input. |
| Policy M-4.4 | Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. |
| Policy M-4.9 | Ensure the participation of all potentially affected communities in the transportation planning and decision-making process. |
| Policy M-4.10 | Support the linkage of regional and community-level transportation systems, including multi-modal networks. |
| Goal TD-1 | Residents can live, work, learn, and recreate in a transit-oriented community. |
| Goal TD-2 | Transit-oriented developments (TODs) are vibrant, job-rich areas providing quality work opportunities to residents of the community |
| Goal TD-3 | Development in TODs supports transit use, encourages active transportation connectivity, and revitalizes station areas. |
| Goal ED-2 | Capitalize on Florence-Firestone's regional location, access to transit, and existing economic resources. |
| Goal R-2 | Development of new higher density housing is located near transit stations and along major corridors. |
| Policy R-2.1 | Facilitate by-right development of higher-density mixed-use and multi-family housing along major corridors and within walking distance of transit stations. |
| Policy R-2.3 | Locate higher residential density housing, including senior, affordable, and mixed-income housing along major commercial corridors, near transit stops, and adjacent to public service facilities and ensure context-sensitive design. |

Source: LA County 2017

3.4.6 City of Huntington Park General Plan

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

Table 3.5. City of Huntington Park General Plan Relevant Policy

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

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

3.4.7 City of Bell 2030 General Plan

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

Table 3.6. City of Bell 2030 General Plan Relevant Policies

| Policy | Description |
|--|---|
| Land Use and Sustainability Element | |
| Policy 1 | The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City's Zoning Code and map shall also be updated to ensure conformity with the General Plan. |
| Policy 3 | The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values. |
| Policy 17 | The City of Bell shall encourage quality residential development to achieve neighborhood stability through site inspections of new development. |
| Policy 18 | The City of Bell shall promote a range of residential land uses (single-family, multiple-family, etc.) to accommodate existing and future housing needs. The City shall review and update the Zoning Code to ensure that it promotes a range of housing densities to meet the diverse needs and lifestyles of residents. |
| Policy 28 | The City of Bell shall encourage mixed-use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. The City shall encourage the assembling of adjoining small or odd shaped parcels in order to create more viable developments. Finally, the City shall market the new Mixed-Use land use designation to the development community. |

| Policy | Description |
|---|---|
| Mobility & Circulation Element | |
| Policy 1 | The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Metro, and Eco-Rapid Transit. |
| Housing Element | |
| Policy 1 | The City of Bell shall promote the maintenance of the existing housing units throughout the City. The City shall proactively seek grants that may be made available to residents to maintain and rehabilitate their housing units. The City shall establish a residential code compliance task force. |
| Policy 4 | The City of Bell shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. A Housing Relocation Plan must be established prior to any demolition of housing. |
| Policy 8 | The City of Bell shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing. Any agency looking into development with removal of residential units shall be required to provide either relocation or replacement housing prior to the development's implementation. |
| Policy 25 | The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development. |

Source: City of Bell 2018

3.4.8 City of Cudahy 2040 General Plan

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

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

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

Source: City of Cudahy 2018; City of Cudahy 2014

3.4.9 City of South Gate General Plan 2035

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

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

| Goal/Objective/Policy | Description |
|---------------------------------|--|
| Community Design Element | |
| Goal CD 3 | Integrated land use and transportation development that encourages walking, biking and the use of public transportation. |
| Objective CD 3.1 | TOD in the City. |
| Objective CD 4.1 | Preserve the character of existing neighborhoods. |
| Housing Element | |
| Goal HE 3 | Preserved and enhanced residential neighborhoods. |
| Mobility Element | |
| Policy ME 2.2. P.1 | The City should work with Metro to improve the coverage of transit service in South Gate, by providing transit routes that more directly serve residential neighborhoods. |
| Policy ME 2.2. P.6 | The City should establish a transit hub near the intersections at Firestone and Atlantic Boulevards. The transit hub will likely accommodate bus transit at first, with a potential expansion to include trains. |
| Policy ME 2.2. P.7 | The City should encourage and support all potential rail transit serving the City, including a high speed, grade separated, and environmentally friendly transit system along the Union Pacific Railroad right-of-way. |
| Policy ME 2.2. P.8 | The City should actively promote the use of transit within the City. |
| Policy ME 2.3. P.6 | The City should encourage development of park and ride lots at rail stations and transit centers and near freeway interchanges to encourage ridesharing and transit use. |

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

3.4.10 City of South Gate Gateway District Specific Plan

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

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

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

Source: City of South Gate 2019

3.4.11 City of South Gate Hollydale Village Specific Plan

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

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

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

Source: City of South Gate 2017

3.4.12 City of Downey Vision 2025

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

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

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

Source: City of Downey 2005; City of Downey 2013

3.4.13 City of Paramount General Plan

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

Table 3.12. City of Paramount General Plan Relevant Policies

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

Source: City of Paramount 2007

3.4.14 City of Bellflower General Plan

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

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

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

Source: City of Bellflower 1997; City of Bellflower 2013

3.4.15 City of Artesia General Plan 2030

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

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

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

Source: City of Artesia 2014

3.4.16 City of Cerritos General Plan

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

Table 3.15. City of Cerritos General Plan – Relevant Goals

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

Source: City of Cerritos 2004

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Affected Area Communities and Neighborhoods

The Affected Area includes portions of the following jurisdictions: the Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. As previously described in Section 1.6, the Affected Area is defined as areas located within 0.25 mile along both sides of the alignment, parking facilities, and MSF site; and 0.5 mile around stations. For purposes of this analysis, the Southeast Los Angeles CPA in the City of Los Angeles and the unincorporated Florence-Firestone community of LA County are considered established communities within the Affected Area. For all other jurisdictions within the Affected Area (Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos), each jurisdiction is considered an established community unless there are specific subareas of concern. In addition, residential areas are considered neighborhoods. Potential impacts on communities and neighborhoods are focused on the communities within the Affected Area.

Figure 4-1 shows the communities located in the Affected Area of the LPA. Figure 4-2 through Figure 4-5 illustrate the distribution of land uses for each community to provide greater context to the community descriptions below. Community facilities located within 0.5 mile of the stations are also identified.

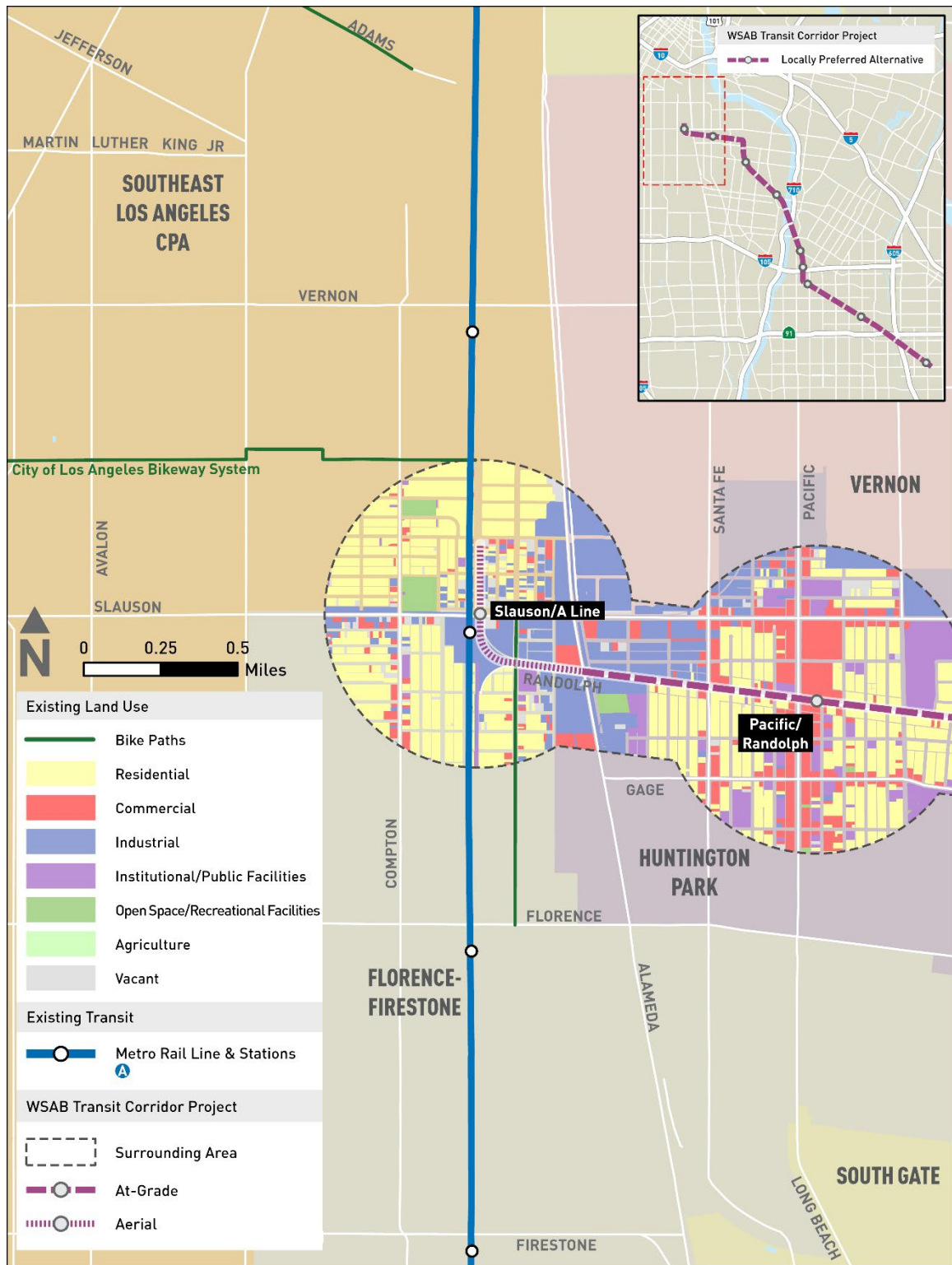
Refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a) for a detailed discussion and analysis of land uses in the Affected Area and the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2024e) for a detailed discussion and analysis of community facilities located in the Affected Area.

Figure 4-1. Communities Located within the Affected Area



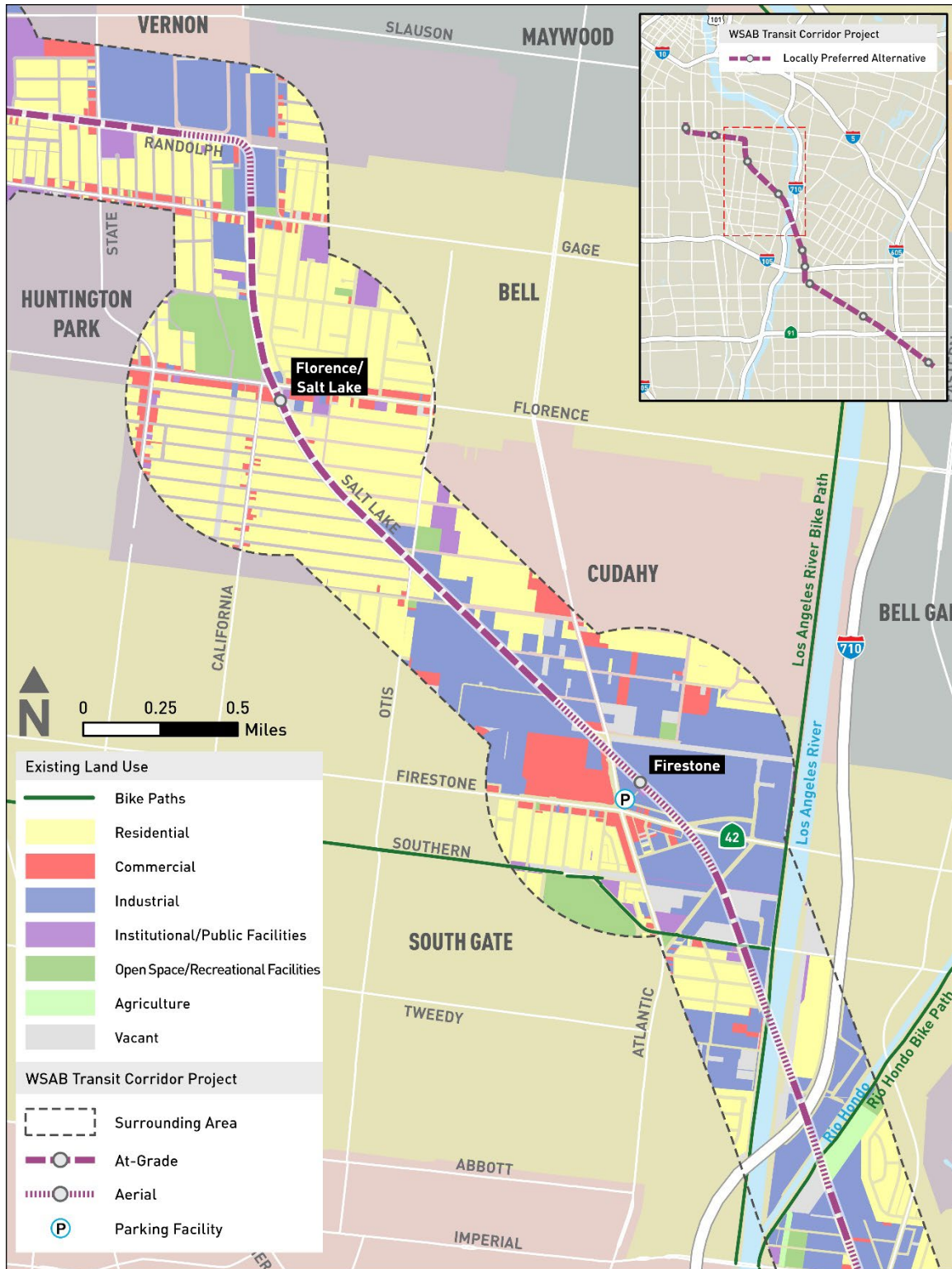
Source: LA County Assessor 2016; TAHA 2023

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



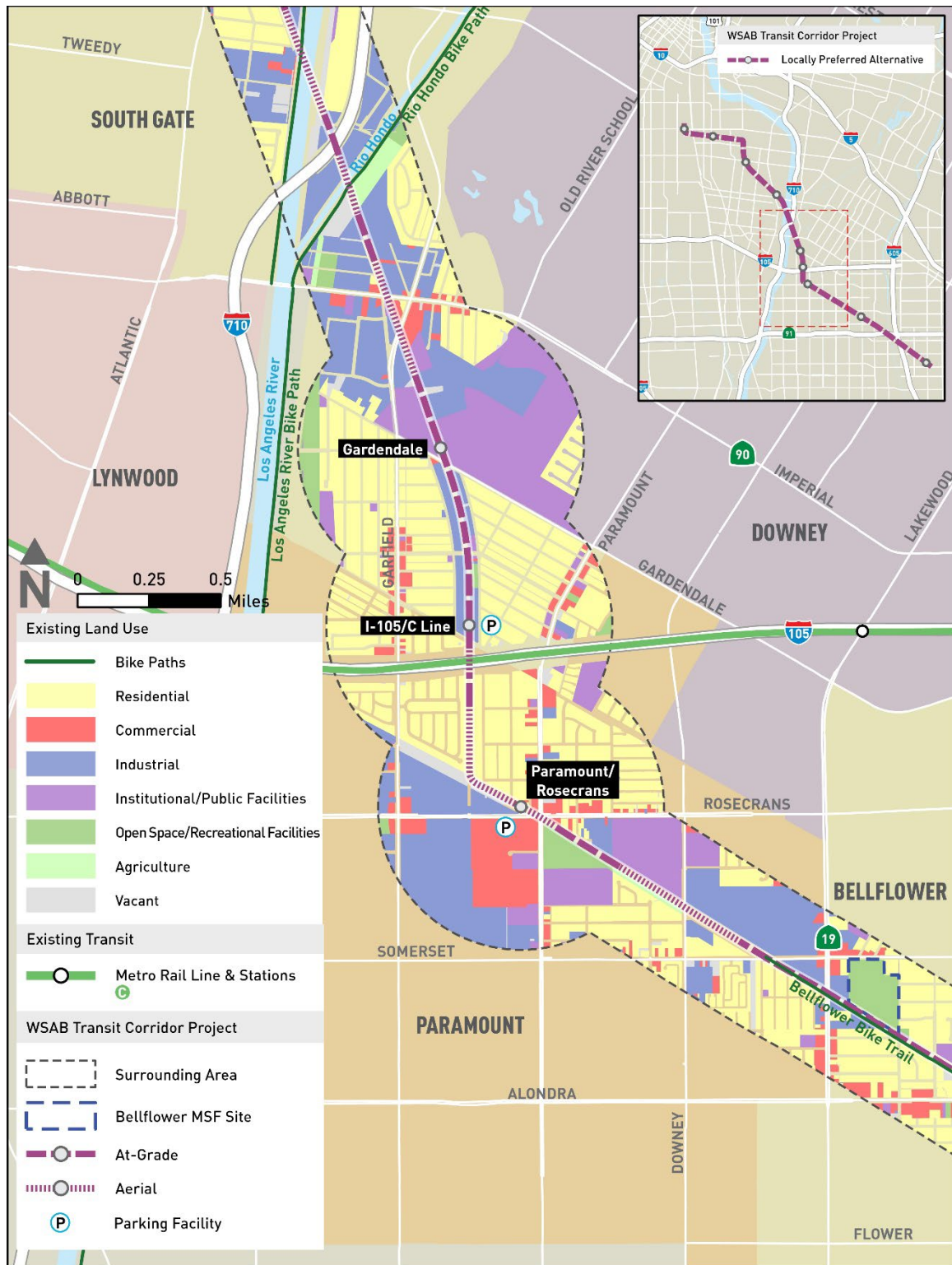
Source: LA County Assessor 2016; TAHA 2023

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



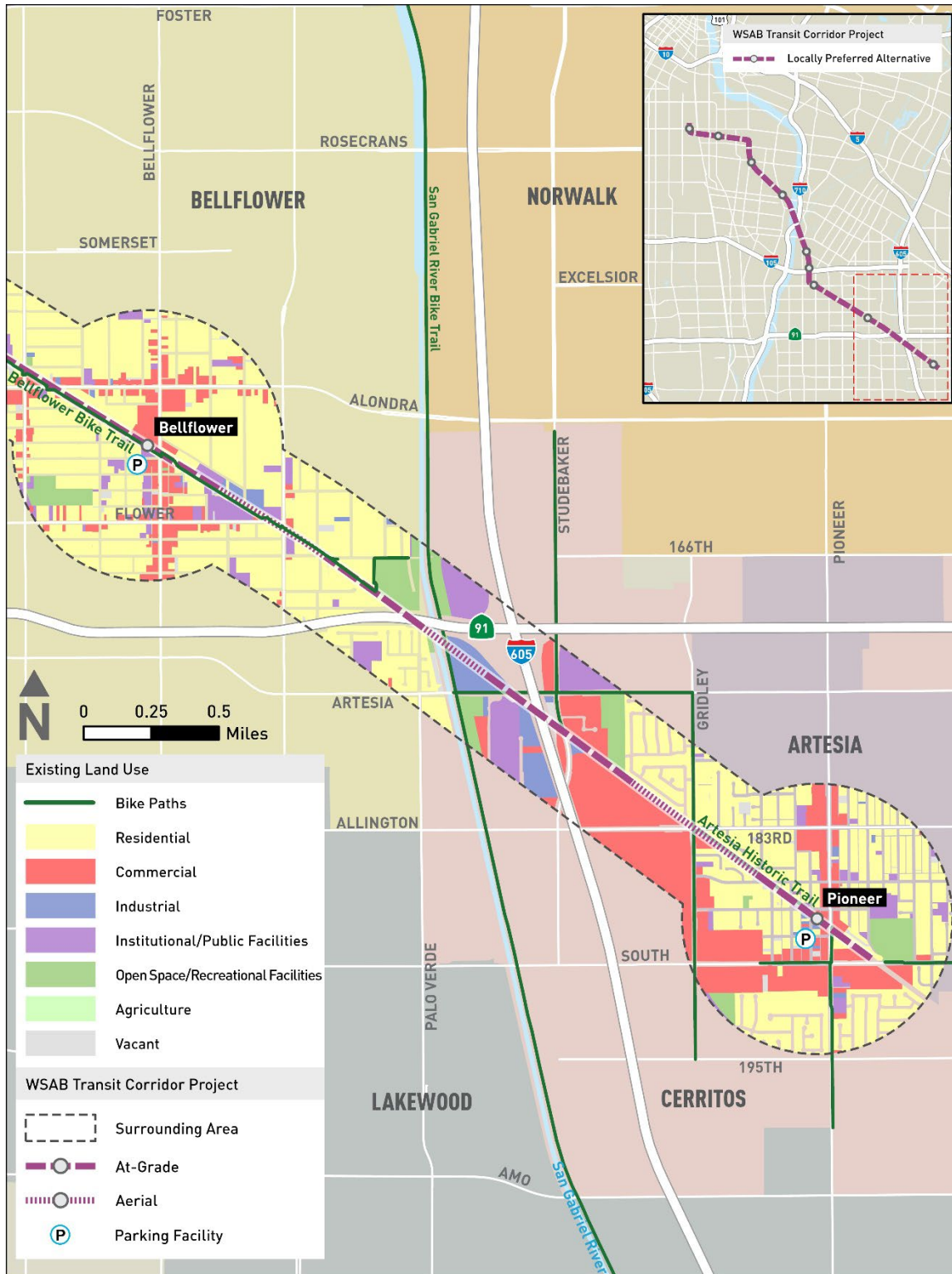
Source: LA County Assessor 2016; TAHA 2023

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



Source: LA County Assessor 2016; TAHA 2023

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



Source: LA County Assessor 2016; TAHA 2023

4.1.1 Southeast Los Angeles

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

Land uses in the Southeast Los Angeles community within the Affected Area consist primarily of residential uses, with residential neighborhoods occupying more than half of the community's area. Two recreational facilities are located within one to two blocks west of Long Beach Avenue. Small industrial development and commercial uses are scattered throughout the community.

The LPA will be located toward the southern end of the Southeast Los Angeles community. Table 4.1 lists the community assets that are within 0.5 mile of the Slauson/A Line Station in the Southeast Los Angeles community.

Table 4.1. Community Assets in the Southeast Los Angeles

| Station Area ¹ | Community Asset | Address |
|---------------------------|--------------------------------------|------------------|
| Slauson/A Line | Augustus F. Hawkins Nature Park | 5790 Compton Ave |
| | Greater Holy St. John Baptist Church | 5536 Morgan Ave |
| | Pueblo del Rio Recreation Center | 5350 Alba St |
| | Holmes Avenue Children Center | 1810 52nd St |
| | Holmes Avenue Elementary School | 5108 Holmes Ave |
| | Morning Star Church of God | 1444 55th St |
| | Slauson Recreation Center | 5306 Compton Ave |
| | Pace Headstart | 5306 Compton Ave |
| | Emmanuel HM Turner AME Church | 5200 Compton Ave |
| | Shiloh Missionary Baptist Church | 1511 52nd St |

Source: TAHA 2023

Notes: ¹ Within 0.5 mile of the WSAB station

4.1.2 Vernon

The City of Vernon, incorporated in 1905, is approximately 5.2 square miles and bounded by the Central City North and Boyle Heights community in the City of Los Angeles and City of Commerce; the Southeast Los Angeles community in the City of Los Angeles to the west; Huntington Park to the south; and Maywood and Bell to the east. This community has a residential population of approximately 40 residents with a majority identifying as Hispanic/Latino (68.3 percent) (U.S. Census Bureau 2016). Land uses in the Vernon community within the Affected Area consist primarily of industrial uses; no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few

scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

East of State Street/Boyle Avenue, the LPA alignment will be located along the southerly boundary of the Vernon community, and no stations will be in or adjacent to this community. The Slauson/A Line Station will be approximately 0.3 mile west, and the Pacific/Randolph Station will be approximately 0.4 mile south of this community. No community assets in Vernon are located within 0.5 mile of the Slauson/A Line and Pacific/Randolph Stations.

4.1.3 Florence-Firestone

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

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

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

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

Table 4.2. Community Assets in Florence-Firestone Community

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

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.4 Huntington Park

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

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

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

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

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

Table 4.3. Community Assets in Huntington Park and within 0.5 Mile of LPA Station

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

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.5 Bell

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

Land uses in the Bell community within the Affected Area consist of industrial, institutional/public facility uses, commercial, and residential uses. The residential uses are adjacent to the east side of the LPA, between Gage Avenue and Florence Avenue.

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

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

Table 4.4. Community Assets in Bell and within 0.5 Mile of LPA Station

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

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.6 Cudahy

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

Land uses in the Cudahy community within the Affected Area consist primarily of industrial and residential uses. The residential uses are adjacent to the east side of the San Pedro Subdivision ROW, between Florence Avenue and Santa Ana Street. Industrial uses are adjacent to the San Pedro Subdivision ROW south of Santa Ana Street to Patata Street.

Cudahy is located south of several industrial districts located in the Cities of Los Angeles, Vernon, Huntington Park, Commerce, and Montebello, and northwest of Santa Fe Springs. Industrial districts are generally situated within the southern portion of the Cudahy community and along Salt Lake Avenue. The commercial corridor is generally situated along Atlantic Avenue with residential neighborhoods located both east and west of Atlantic Avenue. The residential neighborhoods and commercial corridor serve the workers of the nearby industrial districts within and in the vicinity of the community. Residential

neighborhoods include mainly single-family homes interspersed with multifamily residential developments.

The San Pedro Subdivision ROW traverses along Cudahy's boundaries, and no LPA stations will be located within this community. The nearest LPA stations will be the Florence/Salt Lake Station, located adjacent to the northwestern boundary of Cudahy, and the Firestone Station, approximately 0.2 mile from the southern boundary of Cudahy. No major community assets in Cudahy are located within 0.5 mile of any of the LPA stations.

4.1.7 South Gate

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

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

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

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

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

Firestone Station will be located entirely in South Gate, and a portion of the I-105/C Line Station will be located in South Gate. The I-105/C Line Station will have two platforms: the WSAB platform, which will be located in South Gate, and the infill C Line platform in the center of the I-105 freeway, which will be located in Paramount. The Gardendale Station, which will be located in the City of Downey, will be directly adjacent to the Hollydale Village neighborhood of South Gate. Table 4.5 lists the community assets located in South Gate and within 0.5 mile of the LPA stations.

Table 4.5. Community Assets in South Gate and within 0.5 Mile of LPA Station

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

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.8 Downey

Downey, incorporated in 1956, encompasses approximately 12.8 square miles and is generally bounded by the Cities of Bell Gardens, Commerce, and Pico Rivera to the north; LA County and the Cities of Santa Fe Springs and Norwalk to the east; Bellflower and Paramount to the south; and South Gate to the west. Downey has a residential population of approximately 113,410 residents with a majority identifying as Hispanic/Latino (73.0 percent) (U.S. Census Bureau 2016).

Land uses in the Downey community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. The industrial and institutional/public facilities uses are adjacent to the LPA. Residential uses in the Downey community within the Affected Area are not adjacent to the alignment in Downey.

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

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

Table 4.6. Community Assets in Downey and within 0.5 Mile of LPA Station

| Station Area ¹ | Community Asset | Address |
|---------------------------|-----------------------------------|--------------------|
| Gardendale | St. Pius X – St. Matthias Academy | 7851 Gardendale St |
| | Rancho Los Amigos Sports Complex | 7651 Gardendale St |
| | LA County Animal Shelter | 11258 Garfield Ave |

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.9 Paramount

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

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

Residential neighborhoods account for half of the community area, with industrial and commercial districts comprising the rest of the community. Residential neighborhoods are comprised of mainly single-family detached homes, followed by multifamily homes and mobile homes. The main commercial districts are located in the southeastern section of the community along Paramount Boulevard and Alondra Boulevard. Commercial businesses are also located along other major arterials, such as Somerset Boulevard and Rosecrans Avenue. The majority of industrial businesses are clustered along and near Garfield Avenue and Rosecrans Avenue, and most are located south of the PEROW. The community’s residential neighborhoods are generally separated from the commercial corridors and industrial districts by the PEROW. A pedestrian and bicycle path are situated between Somerset Boulevard and Lakewood Boulevard, adjacent to Bellflower. This pedestrian and bicycle path encompasses one block and connects to the Bellflower Bike Trail.

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

Table 4.7. Community Assets in Paramount and within 0.5 Mile of LPA Station

| Station Area ¹ | Community Asset | Address |
|---------------------------|--|----------------------|
| I-105/C Line | Roosevelt Elementary School | 13451 Merkel Ave |
| Paramount/ Rosecrans | Our Lady of the Rosary Catholic School | 14813 Paramount Blvd |
| | Paramount High School | 14429 Downey Ave |
| | Paramount Park Middle School | 14608 Paramount Blvd |
| | Paramount Park | 14400 Paramount Blvd |
| | Roosevelt Elementary School | 13451 Merkel Ave |

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.10 Bellflower

The City of Bellflower, incorporated in 1957, encompasses approximately 6.2 square miles and is generally bounded by Downey to the north, Norwalk and Cerritos to the east, Lakewood to the south, and Paramount to the east. Bellflower has a residential population of approximately 77,760 residents with a majority identifying as Hispanic (54.2 percent) (U.S. Census Bureau 2016).

Land uses in the Bellflower community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Residential uses are predominately located on both sides of the LPA. Commercial and institutional/public facilities uses are also located adjacent to both sides of the LPA in Bellflower.

Commercial districts are primarily located along major arterials, including Alondra Boulevard, Bellflower Boulevard, and Artesia Boulevard. The Town Center, which is situated along Bellflower Boulevard between the PEROW and SR-91 freeway, is the downtown core of the community. Industrial districts are typically located along Lakewood Boulevard and along Artesia Boulevard at the southern end of the community. A few industrial businesses are clustered near Pacific Avenue (adjacent to the PEROW) and at the southwestern corner of Bellflower (near the SR-91 freeway). Residential neighborhoods are generally separated by commercial and industrial districts along major arterials and the SR-91 freeway. Nearly half of the residential homes consist of single-family detached homes, which are typically located in large neighborhoods served by the surrounding commercial retail neighborhoods. The Bellflower Bike Trail consists of pedestrian and bike paths and is a community amenity located within the PEROW from Lakewood Boulevard, adjacent to Paramount, to Ruth R. Caruthers Park. The Bellflower Bike Trail connects to the pedestrian and bicycle path in Paramount. At the southeastern portion of Bellflower, near Flora Vista Park, the PEROW is used as an informal equestrian trail by community residents.

The Bellflower Station will be located in Bellflower. Table 4.8 lists the community assets located within Bellflower and within 0.5 mile of the Bellflower Station.

Table 4.8. Community Assets in Bellflower and within 0.5 Mile of LPA Station

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

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.11 Artesia

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

Land uses in the Artesia community within the Affected Area consist of a mix of commercial, institutional/public facilities, open space/recreational, and residential uses. Residential uses are located on both sides of the LPA east of the intersection of Gridley Avenue and 183rd Street.

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

Pioneer Station will be located in Artesia in an area with commercial and residential uses. Table 4.9 lists the community assets located within Artesia and within 0.5 mile of Pioneer Station.

Table 4.9. Community Assets in Artesia and within 0.5 Mile of LPA Station

| Station Area ¹ | Community Asset | Address |
|---------------------------|---|----------------------------------|
| Pioneer | Artesia Historic District Recreation Trails | Within PEROW |
| | Artesia Cerritos United Methodist Church | 18523 Arline Ave |
| | Netherlands Reformed Congregation Church | 11953 186th St |
| | Holy Family Catholic Church | 18708 Clarksdale Ave |
| | Artesia Library | 18801 Elaine Ave |
| | Artesia Park | 18750 Clarksdale Ave |
| | Artesia Historical Museum/Frampton-Dantema Home | 18644 Alburtis Ave |
| | First Christian Reformed Church | 18411 Alburtis Ave |
| | Little India Bridal Shops and Restaurants | Pioneer Bl; 184th St to 188th St |
| | Our Lady of Fatima School | 18626 Clarkdale Ave |
| | Trinity Christian Reformed Church | 18718 Grayland Ave |

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.1.12 Cerritos

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

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

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

Pioneer Station will be located in Artesia, adjacent to Cerritos. Table 4.10 lists the community assets located within Cerritos and within 0.5 mile of the Pioneer Station.

Table 4.10. Community Assets in Cerritos and within 0.5 Mile of LPA Station

| Station Area ¹ | Community Asset | Address |
|---------------------------|-----------------------------|--------------------|
| Pioneer | Bragg Elementary School | 11501 Bos St |
| | Living Water Mission Church | 19200 Pioneer Blvd |

Source: TAHA 2023

Note: ¹ Within 0.5 mile of the WSAB station

4.2 Demographic and Socioeconomic Characteristics of the Affected Area

4.2.1 Population

Communities within the Affected Area vary in terms of population density. Areas with a higher population density generally demonstrate a need for expanded transit service. Table 4.11 presents the 2017 and 2042 horizon year population of the Affected Area.

Table 4.11. Population within the Affected Area

| Alignment/Station | 2017 Population | 2042 Population | Percentage Change (%) |
|--|-----------------|-----------------|-----------------------|
| Locally Preferred Alternative ¹ | 151,111 | 240,580 | 59.2% |
| Stations ² | | | |
| Slauson/A Line | 19,235 | 29,254 | 52.1% |
| Pacific/Randolph | 22,839 | 27,199 | 19.1% |
| Florence/Salt Lake | 20,636 | 24,745 | 19.9% |
| Firestone | 14,224 | 24,498 | 72.2% |
| Gardendale | 8,051 | 14,403 | 78.9% |
| I-105/C Line | 19,723 | 24,739 | 25.4% |
| Paramount/Rosecrans | 16,135 | 19,614 | 21.6% |
| Bellflower | 23,327 | 32,795 | 40.6% |
| Pioneer | 10,203 | 21,345 | 109.2% |

Source: TAHA 2023; U.S. Census Bureau 2016; SCAG 2016

Notes: ¹ Population within 0.25 mile of alignment

² Population within 0.5 mile of each station

4.2.2 Age

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

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

Table 4.12. Percent of Population by Age

| Affected Area | Under 18 | 18 to 44 Years | 45 to 64 Years | 65+ Years |
|---------------------------------|----------|----------------|----------------|-----------|
| Los Angeles County | 23.1% | 54.8% | 10.2% | 11.9% |
| Locally Preferred Alternative | 28.9% | 40.4% | 21.8% | 8.9% |
| Communities ¹ | | | | |
| Southeast Los Angeles | 33.8% | 41.8% | 19.0% | 5.4% |
| Vernon ² | 12.2% | 31.7% | 36.6% | 19.5% |
| Florence-Firestone | 32.5% | 42.8% | 18.4% | 6.4% |
| Huntington Park | 29.5% | 42.4% | 21.2% | 7.0% |
| Bell | 29.8% | 41.1% | 21.1% | 8.0% |
| Cudahy | 32.6% | 43.3% | 18.7% | 5.4% |
| South Gate | 27.9% | 41.8% | 21.9% | 8.3% |
| Downey | 25.1% | 40.9% | 23.5% | 10.5% |
| Paramount | 30.9% | 41.8% | 20.5% | 6.8% |
| Bellflower | 28.2% | 38.9% | 23.6% | 9.3% |
| Artesia | 20.7% | 39.1% | 27.0% | 13.2% |
| Cerritos | 19.6% | 31.3% | 28.9% | 20.2% |

Source: TAHA 2023; U.S. Census Bureau 2016

Note: ¹ Population within 0.25 mile of alignment

² Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

Table 4.13 shows the median age of communities in the Affected Area. Data for the Southeast Los Angeles community is not available.

Table 4.13. Median Age in Affected Communities

| Community | Median Age |
|-----------------------|------------|
| Los Angeles County | 36.7 |
| Los Angeles | 34.6 |
| Southeast Los Angeles | n/a |
| Vernon ¹ | 51.3 |
| Florence-Firestone | 27.2 |
| Huntington Park | 29.8 |
| Bell | 29.9 |
| Cudahy | 27.0 |

| Community | Median Age |
|------------|------------|
| South Gate | 31.0 |
| Downey | 34.3 |
| Paramount | 29.8 |
| Bellflower | 32.2 |
| Artesia | 39.3 |
| Cerritos | 44.4 |

Source: TAHA 2023; U.S. Census Bureau 2016

Note: N/A = not available

¹ Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

4.2.3 Households

Table 4.14 presents the number of households in 2017 and horizon year 2042 located in the Affected Area. Based on SCAG demographic data, it is estimated that the number of households will increase in the Affected Area.

Table 4.14. Households within Affected Area

| Station | 2017 Households | 2042 Households | Percent Change |
|--|-----------------|-----------------|----------------|
| Locally Preferred Alternative ¹ | 39,338 | 63,711 | 62.0% |
| Stations ² | | | |
| Slauson/A Line | 4,184 | 6,555 | 56.7% |
| Pacific/Randolph | 5,942 | 7,211 | 21.4% |
| Florence/Salt Lake | 4,995 | 6,112 | 22.4% |
| Firestone | 3,479 | 6,081 | 74.8% |
| Gardendale | 2,040 | 3,944 | 93.3% |
| I-105/C Line | 4,679 | 6,414 | 37.1% |
| Paramount/Rosecrans | 3,894 | 5,205 | 33.7% |
| Bellflower | 7,356 | 10,199 | 38.6% |
| Pioneer | 3,050 | 6,282 | 106.0% |

Source: TAHA 2023; U.S. Census Bureau 2016; SCAG 2016

Notes: ¹ Households within 0.25 mile of alignment

² Households within 0.5 mile of each station

An indicator of the stability of a community or neighborhood can also be determined by how long the residents have lived at their current addresses. Communities or neighborhoods that generally experience frequent turnover would be expected to be less cohesive than communities or neighborhoods that experience long-term residency, often with a large proportion of individuals remaining in the same house for a long period of time. Low neighborhood stability may be a result of several factors such as neighborhood dynamics, housing conditions, and metropolitan and housing market trends (Urban Institute 2018). Table 4.15 identifies the percentage of residents who have remained in their house after one year of occupancy. Overall, neighborhood stability in the Affected Area is high and exceeds the LA County average (87.2 percent), with the exception of Artesia (86.1 percent).

Table 4.15. Residential Stability

| Affected Area/Affected Community | Percentage of Residents in Same House After 1 Year (%) |
|----------------------------------|--|
| Los Angeles County | 87.2% |
| Locally Preferred Alternative | 88.9% |
| Communities ¹ | |
| Southeast Los Angeles | 88.2% |
| Vernon ² | 100.0 % |
| Florence-Firestone | 91.0% |
| Huntington Park | 88.8% |
| Bell | 89.9% |
| Cudahy | 90.3% |
| South Gate | 87.9% |
| Downey | 89.3% |
| Paramount | 87.9% |
| Bellflower | 90.3% |
| Artesia | 86.1% |
| Cerritos | 93.8% |

Source: TAHA, 2023; U.S. Census Bureau, 2016

Note: ¹ Within 0.25 mile of alignment

² Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

4.2.4 Employment

Table 4.16 shows employment in the Affected Area and station areas for 2017 and the horizon year 2042. Based on demographic data from SCAG, employment is projected to increase in the Affected Area, which is consistent with the presence of industrial and commercial uses.

Table 4.16. Employment within the Affected Area

| Station Area | 2017 Employment | 2042 Employment | Percent Change |
|--|-----------------|-----------------|----------------|
| Locally Preferred Alternative ¹ | 37,937 | 46,430 | 22.4% |
| Stations² | | | |
| Slauson/A Line | 4,463 | 6,895 | 54.5% |
| Pacific/Randolph | 6,883 | 8,038 | 16.8% |
| Florence/Salt Lake | 1,380 | 1,689 | 22.4% |
| Firestone | 4,041 | 4,473 | 10.7% |
| Gardendale | 3,740 | 4,149 | 10.9% |
| I-105/C Line | 4,369 | 5,850 | 33.9% |
| Paramount/Rosecrans | 3,045 | 4,295 | 41.1% |
| Bellflower | 4,069 | 4,781 | 17.5% |
| Pioneer | 5,923 | 7,232 | 22.1% |

Source: TAHA 2023; U.S. Census Bureau 2016

Notes: ¹ Employment within 0.25 mile of alignment² Employment within 0.5 mile of each station

4.2.5 Race and Ethnicity

The Affected Area includes several different racial and ethnic groups. As defined by the U.S. Census Bureau, “race” included in the census questionnaire generally reflects a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race. Table 4.17 characterizes the racial groups in the Affected Area.

Table 4.17. Racial Characteristics of Communities in the Affected Area

| Community | Percent Share of Total Population ^{1,2,3,4} | | | | | | |
|------------------------------------|--|------------|--|------------|--|----------------------|--------------------------------|
| | White Only | Black Only | American Indian or Alaskan Native Only | Asian Only | Native Hawaiian/ Pacific Islander Only | Some Other Race Only | Two or More Races ⁵ |
| County of Los Angeles ⁶ | 53.3% | 8.3% | 0.6% | 14.1% | 0.3% | 19.6% | 3.9% |
| City of Los Angeles | 36.6% | 15.2% | 0.5% | 17.9% | 0.1% | 26.6% | 3.1% |
| Southeast Los Angeles | 35.8% | 8.7% | 0.4% | 0.8% | 0.0% | 53.4% | 0.9% |
| Florence-Firestone | 43.2% | 3.4% | 0.2% | 0.2% | 0.1% | 50.1% | 2.7% |
| Vernon ⁷ | 36.6% | 0.0% | 0.0% | 7.3% | 0.0% | 56.1% | 0.0% |
| Huntington Park | 68.2% | 0.7% | 0.4% | 0.8% | 0.5% | 28.2% | 1.2% |
| Bell | 69.8% | 0.6% | 0.5% | 0.2% | 0.2% | 27.5% | 1.1% |
| Cudahy | 72.4% | 1.0% | 0.4% | 1.1% | 0.0% | 23.2% | 1.8% |

| Community | Percent Share of Total Population ^{1,2,3,4} | | | | | | |
|------------|--|------------|--|------------|--|----------------------|--------------------------------|
| | White Only | Black Only | American Indian or Alaskan Native Only | Asian Only | Native Hawaiian/ Pacific Islander Only | Some Other Race Only | Two or More Races ⁵ |
| South Gate | 56.0% | 1.8% | 0.2% | 1.7% | 0.3% | 38.7% | 1.4% |
| Downey | 65.4% | 1.0% | 0.0% | 12.0% | 0.0% | 21.0% | 0.5% |
| Paramount | 51.0% | 10.3% | 0.2% | 3.3% | 1.1% | 30.8% | 3.2% |
| Bellflower | 42.6% | 13.0% | 0.6% | 10.2% | 0.3% | 30.2% | 3.0% |
| Cerritos | 29.7% | 9.0% | 0.4% | 50.2% | 0.0% | 6.8% | 3.8% |
| Artesia | 37.4% | 2.0% | 0.2% | 45.5% | 0.0% | 11.3% | 3.6% |

Source: TAHA 2023; U.S. Census Bureau 2016

Notes:

¹ The U.S. Census Bureau racial categories in the census questionnaire generally reflect a social definition of race recognized in this country and do not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

² The U.S. Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be of any race.

³ Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates, Table B02001 RACE.

⁴ This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

⁵ Two or more races includes subcategories: "Two races including some other race" and "Two races excluding some other race, and three or more races."

⁶ All data except for "County of Los Angeles" comes from Census block groups that intersect the affected communities. County of Los Angeles uses all block groups in LA County.

⁷ Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

The U.S. Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be of any race. Table 4.18 characterizes the ethnic groups in the Affected Area.

Table 4.18. Ethnicities of the Communities in the Affected Area

| Affected Community | Percent Share of Total Population ^{1,2,3} | | | | | | |
|------------------------------------|--|--------------|------------|--|---------------------------------------|----------------------|-------------------|
| | Hispanic of Any Race | Non-Hispanic | | | | | |
| | | Black Only | Asian Only | American Indian or Alaskan Native Only | Native Hawaiian/Pacific Islander Only | Some Other Race Only | Two or More Races |
| County of Los Angeles ⁴ | 48.2% | 8.0% | 14.0% | 0.2% | 0.2% | 0.3% | 2.2% |
| City of Los Angeles | 50.1% | 13.3% | 18.1% | 0.3% | 0.3% | 0.4% | 1.8% |
| Southeast Los Angeles | 90.2% | 8.2% | 0.8% | 0.1% | 0.0% | 0.1% | 0.1% |
| Florence-Firestone | 95.8% | 3.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |
| Vernon ⁵ | 68.3% | 0.0% | 7.3% | 0.0% | 0.0% | 0.0% | 0.0% |
| Huntington Park | 97.0% | 0.4% | 0.7% | 0.0% | 0.4% | 0.1% | 0.1% |
| Bell | 95.3% | 0.6% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% |
| Cudahy | 94.8% | 0.4% | 1.0% | 0.1% | 0.0% | 0.1% | 0.1% |
| South Gate | 91.0% | 1.6% | 1.6% | 0.0% | 0.2% | 0.0% | 0.1% |
| Downey | 69.6% | 1.0% | 12.0% | 0.0% | 0.0% | 0.0% | 0.5% |
| Paramount | 78.9% | 10.1% | 3.3% | 0.0% | 1.0% | 0.1% | 1.2% |
| Bellflower | 54.1% | 12.8% | 10.1% | 0.4% | 0.3% | 0.2% | 1.7% |
| Cerritos | 17.4% | 9.0% | 49.7% | 0.2% | 0.0% | 0.3% | 2.5% |
| Artesia | 26.1% | 2.0% | 45.2% | 0.0% | 0.0% | 0.0% | 2.0% |

Source: TAHA 2023; U.S. Census Bureau 2016

Notes:

¹ The U.S. Census Bureau defines "ethnicity" as either "Hispanic or Latino" or "Not Hispanic or Latino." "Hispanic or Latino" is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be of any race.

² Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates.

³ This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

⁴ All data except for "County of Los Angeles" comes from Census block groups that intersect the affected communities. County of Los Angeles uses all block groups in LA County.

⁵ Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

4.2.6 Languages Spoken at Home

The language chosen to be spoken at home can also characterize a community through racial and ethnic identity. Table 4.19 shows the languages spoken at home in the Affected Area.

Table 4.19. Languages Spoken at Home in the Affected Communities

| Affected Area | Speaks English Only | Spanish | Indo-European Language | Asian/Pacific Island Language | Other Language |
|-------------------------------|---------------------|---------|------------------------|-------------------------------|----------------|
| LA County | 43.2% | 39.4% | 5.4% | 10.9% | 1.1% |
| Locally Preferred Alternative | 22.7% | 68.8% | 1.8% | 6.1% | 0.6% |
| Communities | | | | | |
| Southeast Los Angeles | 22.0% | 77.2% | 0.2% | 0.5% | 0.25 |
| Vernon ¹ | 31.7% | 63.4% | 0.0% | 4.9% | 0.0% |
| Florence-Firestone | 12.3% | 87.3% | 0.0% | 0.3% | 0.1% |
| Huntington Park | 5.5% | 93.6% | 0.1% | 0.7% | 0.0% |
| Bell | 10.8% | 86.0% | 0.2% | 1.1% | 1.9% |
| Cudahy | 6.7% | 92.5% | 0.1% | 0.7% | 0.0% |
| South Gate | 10.1% | 89.0% | 0.3% | 0.5% | 0.1% |
| Downey | 30.4% | 61.3% | 2.0% | 5.0% | 1.4% |
| Paramount | 23.0% | 73.4% | 0.5% | 2.8% | 0.3% |
| Bellflower | 46.8% | 41.5% | 1.0% | 9.3% | 1.4% |
| Artesia | 32.9% | 25.1% | 15.7% | 26.2% | 0.1% |
| Cerritos | 41.1% | 8.4% | 6.5% | 41.8% | 2.3% |

Source: TAHA, 2023; U.S. Census Bureau, 2016

¹ Land uses in the Vernon community within the Affected Area of communities consist primarily of industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community and surrounding City Hall.

5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

5.1 No Build Alternative

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

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

5.2 Locally Preferred Alternative

5.2.1 Access and Mobility

The LPA will include one or more stations in each of the following communities: Southeast Los Angeles/Florence-Firestone boundaries (Slauson/A Line Station), Huntington Park (Pacific/Randolph and Florence/Salt Lake Stations), South Gate (Firestone Station), Downey (Gardendale Station), South Gate/Paramount boundaries (I-105/C Line Station), Paramount (Paramount/Rosecrans Station), Bellflower (Bellflower Station), and Artesia (Pioneer Station). Table 5.1 summarizes the LPA components that have the potential to affect community access and mobility within the Affected Area.

Table 5.1. Access and Mobility within Affected Area

| Community | Station(s) | Parking Facility | Parking Facility Adjacent to Residential | Street Closures | At-Grade Crossings | Intersections with Adverse Effects from the LPA ¹ | Turning Restriction | Access and Mobility Disrupted by Project? ¹ |
|-----------------------|--|-------------------------|--|-----------------|--------------------|--|---------------------|--|
| Southeast Los Angeles | ▪ Slauson/A Line | — | — | 0 | 0 | 0 | 0 | No |
| Florence-Firestone | ▪ Slauson/A Line | — | — | 1 ² | 0 | 0 | 0 | No |
| Huntington Park | ▪ Pacific/Randolph ▪ Florence/Salt Lake | — | — | 5 ² | 12 ³ | 12 ⁴ | 4 | No |
| Bell | — | — | — | 0 | 3 ⁵ | 3 ⁴ | 0 | No |
| Vernon | — | — | — | 0 | 1 ⁶ | 0 | 0 | No |
| Cudahy | — | — | — | 0 | 3 ⁷ | 0 | 0 | No |
| South Gate | Firestone | 600 spaces | No | 0 | 7 ⁸ | 0 | 1 ¹¹ | No |
| | I-105/C Line | 340 ⁹ spaces | Yes | | | | | |
| Downey | Gardendale | — | — | 0 | 1 ¹⁰ | 0 | 1 ¹¹ | No |
| Paramount | I-105/C Line | — ¹² | — | 0 | 2 ¹³ | 0 | 0 | No |
| | Paramount/Rosecrans | 490 spaces | No | | | | | |
| Bellflower | Bellflower | 260 spaces | Yes | 0 | 4 ¹⁴ | 0 | 3 | No |
| Cerritos | — | — | — | 0 | 4 ¹⁵ | 0 | 0 | No |
| Artesia | Pioneer | 1,100 spaces | Yes | 2 | 2 ¹⁶ | 0 | 1 | No |

Source: Metro 2024n

Notes:

¹ Metro 2024h

² One turning restriction is shared with Huntington Park.

³ One at-grade crossing is shared with Vernon; three are shared with Bell; one is shared with Cudahy; and one is shared with Cudahy and South Gate. The at-grade crossings are located at the city boundaries of Huntington Park/Vernon, Huntington Park/Bell, Huntington Park/Cudahy, and Huntington Park/Cudahy/South Gate, respectively.

⁴ Includes intersections at Gage/California, Gage/Salt Lake (West), and Florence/Salt Lake Ave located at the city boundaries of Bell and Huntington Park.

⁵ The two at-grade grade crossings are located at the Huntington Park/Bell city boundary.

⁶ At-grade crossing is located at the Huntington Park/Vernon city boundary.

⁷ One at-grade crossing is shared with Huntington Park, and one is shared with Huntington Park and South Gate. The at-grade crossings are located at the city boundaries of Huntington Park/Cudahy and Huntington Park/Cudahy/South Gate. At-grade crossings include Otis Ave, Santa Ana St, and Ardine St.

⁸ One at-grade crossing is shared with Huntington Park and Cudahy; one is shared with Cudahy; one is shared with Downey; and one is shared with Paramount. These at-grade crossings are located at the city boundaries of Huntington Park/Cudahy/South Gate, South Gate/Cudahy, South Gate/Downey, and South Gate/Paramount.

⁹ Parking supply assumes TPSS site 07E is located within the parking lot. If TPSS 07 is selected instead, parking supply would increase to approximately 360 spaces.

¹⁰ At-grade crossing is shared with South Gate. The at-grade crossing is located at the city boundary of South Gate/Downey.

¹¹ Turning restriction at Gardendale/Dakota is shared with South Gate.

¹² Parking lot for the I-105/C Line Station is in South Gate.

¹³ One at-grade crossing is located at the South Gate/Paramount city boundary, and one is located at the Paramount/Bellflower city boundary.

¹⁴ One at-grade crossing is located at the Bellflower/Paramount city boundary.

¹⁵ Includes one at-grade crossing located on a private driveway of an industrial property. One crossing is located at the Artesia/Cerritos city boundary.

¹⁶ One at-grade crossing is shared with Cerritos because the at-grade crossing is located at the Artesia/Cerritos city boundary.

LPA = Locally Preferred Alternative

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

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

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

Vehicle Delays at Intersections, Street Closures, and Turning Restrictions: The LPA will adversely affect 12 identified intersections after mitigation, particularly where the alignment will cross intersections at-grade. Vehicle-turning restrictions and street closures along Randolph Street were refined as a result of comments received on the Draft EIS/EIR and coordination with the City of Huntington Park. To minimize at-grade crossings and enhance safety along Randolph Street, the LPA will require street closures on Randolph Street at Wilmington Avenue, Regent Street, Rita Street, Malabar Street, and Arbutus Avenue in Huntington Park. This will prevent motorists from being able to cross Randolph Street at those locations. Turning restrictions will also be introduced on Randolph Street at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street. Access to the other side of the street will still be maintained through traffic routing via the surrounding local streets. Motorists will be required to proceed to the next cross street with an at-grade crossing (one to two blocks away) and make a U-turn to access the opposite side of the affected street or to cross the affected street. Alternate routes between both sides of the affected streets will be available, and vehicular access to all properties will be maintained. As a result, the turning restrictions will not interfere with vehicular access and mobility to community assets and residential neighborhoods.

Similar to vehicular access, the turning restrictions in Huntington Park will not adversely affect access and mobility of pedestrians and bicyclists. Industrial uses are primarily situated north of Randolph Street at Wilmington Avenue and Regent Street, while community assets and residential neighborhoods are generally south of Randolph Street. Pedestrians and bicyclists will not need to cross Randolph Street

at these streets to access community assets and residential neighborhoods. As a result, the turning restrictions will not interfere with pedestrian and bicycle access and mobility to community assets and residential neighborhoods near the two intersections. The LPA will additionally result in turning restrictions for trucks along Randolph Street in the City of Huntington Park at Pacific Boulevard, Seville Avenue, and Miles Avenue. Truck turn restrictions will also be required along Salt Lake Avenue in the Cities of Huntington Park, South Gate, and Cudahy at Otis Avenue, Santa Ana Street, and Ardine Street. Truck access to the surrounding uses will be maintained by re-routing traffic to the surrounding streets, and permanent access disruptions to existing land uses will not occur.

At Malabar Street, residential and industrial uses are located on both sides of Randolph Street. Additionally, a church is located on the south side of the street. At Rita Avenue, commercial uses are to the north of Randolph Street, and residential and commercial uses are to the south of Randolph Street. At Arbutus Avenue, residential neighborhoods are located to the north and south of Randolph Street. Bicyclists and pedestrians will no longer be able to cross Randolph Street at Malabar Street, Rita Street, and Arbutus Avenue because of closures of the at-grade crossings. Motorists, pedestrians, and bicyclists will be able to access the other side of Randolph Street using the next cross street with crosswalks, which are one to two blocks away. On Randolph Street at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street, crosswalks and pedestrian crossing gates will be provided to allow bicyclists and pedestrians to safely cross the rail ROW to access the other side of the street. As a result, the LPA will not interfere with pedestrian and bicycle access and mobility to community assets and residential neighborhoods.

In the City of Bellflower, vehicle turning restrictions will be introduced at the Clark Avenue/Flora Vista Street/Rendalia Street and Alondra Boulevard/Pacific Avenue intersections. To support access into a community, a southbound dedicated left-turn lane and signal will be added at Clark Avenue/Los Angeles Street. Dakota Avenue in the City of South Gate and Flora Vista Street at Alondra Boulevard in the City of Bellflower will be modified to one-way streets. Vehicular, bicyclist, and pedestrian access to the surrounding uses will be maintained by re-routing traffic to adjacent streets, and permanent access disruptions to existing land uses will not occur.

In Artesia, 187th Street will be closed at the PEROW; 188th Street will be closed between Corby Avenue and Pioneer Boulevard and vehicles leaving the Little India Food Court driveway will no longer be able to turn left (south) onto Pioneer Boulevard. At 187th Street, motorists traveling southbound on Corby Avenue toward 187th Street will be required to turn left (east) onto 187th Street toward Pioneer Boulevard, and motorists traveling east on 187th Street toward the PEROW will be required to turn southeast onto Corby Avenue. Motorists traveling northwest on Corby Avenue toward 187th Street will be required to turn left (west) onto 187th Street toward Alburdis Avenue. Alternate routes will be available to motorists at 187th Street, 188th Street, and Pioneer Boulevard. Vehicular access to all properties will be maintained.

At 187th Street and Pioneer Boulevard, pedestrian crossing gates will be provided at the PEROW and pedestrians and bicyclists will still be able to cross 187th Street and Pioneer Boulevard, thereby maintaining pedestrian and bicycle access to the surrounding neighborhood. Pedestrian and bicycle access to the Artesia Historic District Recreation Trails will also be maintained at 187th Street. At 188th Street, pedestrians and bicyclists will no longer be able to use the street to access Corby Avenue or Pioneer Boulevard. However, motorists, pedestrians, and bicyclists will be able to access Corby Avenue and Pioneer Boulevard using the next cross street, which is one block south of 188th Street. As a result, the LPA will not interfere with vehicular, pedestrian, and bicycle access and mobility to community assets and residential neighborhoods in the City of Artesia. Permanent access disruptions to existing land uses on both sides of the rail ROW will not occur along the alignment.

To minimize the potential for vehicles queuing onto at-grade crossings, Project Measures TR PM-1 (Pre-signals and Queue-cutter Signals) will be implemented (see the *West Santa Ana Branch Transit Corridor Project Transportation Impact Analysis Report* [Metro 2024h]). This measure includes installation of pre-signals and/or queue-cutter signals to enhance the safety and operations of traffic operations with the LPA. With these design features, the vehicles in the queue will be discouraged from stopping on the tracks, eliminating potential conflicts from queues on the LPA. Mitigation Measures TRA-1 through TRA-17, which are specific intersection modifications, will be implemented; however, adverse impacts will remain for 12 intersections during one or both peak periods even with implementation of these mitigation measures. Nonetheless, the vehicle delays will be minimized with the project measures and mitigation measures, and access to community assets or residential neighborhoods will be maintained.

At-Grade Crossings: The existing grade crossings on Frontage Road and Miller Way in South Gate will be closed. These grade crossings are located on private industrial properties and do not provide access to any community assets or residential neighborhoods. As a result, no community assets or residential neighborhoods will be adversely affected by this grade crossing closure.

Approximately nine new at-grade grade crossings are proposed from Somerset Boulevard (Paramount) to the southern terminus (in Artesia), and existing at-grade crossings (active and inactive), such as in Huntington Park, Bell, Cudahy, South Gate, and Paramount, will be improved. Freight does not operate south of Somerset Boulevard. New at-grade train crossings will be introduced at nine locations: Somerset Boulevard, Lakewood Boulevard, Clark Avenue, Alondra Boulevard, Bellflower Boulevard, Artesia Boulevard, Studebaker Road, 186th Street, and Pioneer Boulevard. Depending on the location of the existing and new at-grade crossings, vehicle crossing gates, pedestrian crossing gates, new or restriped pedestrian crosswalks, new traffic signals, and/or raised medians will be installed to increase safety and improve pedestrian and vehicular access and mobility at the at-grade crossings.

Pedestrian safety measures (e.g., pedestrian crossing gates) will be designed based on the Metro Rail Design Criteria (MRDC) for guidance or equivalent, which will improve pedestrian and vehicle safety in the surrounding community. Such safety measures are not considered community barriers but may create physical barriers along the alignment to prevent pedestrians from unsafely crossing at at-grade crossings when a train is approaching. These pedestrian safety measures and physical safety barriers will benefit the overall community where the changes will occur, while existing at-grade crossings will continue to allow unimpeded access throughout the affected communities.

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

The effects of at-grade crossing closures and turning restrictions are discussed above under “Vehicle Delays at Intersections, Street Closures, and Turning Restrictions”.

Sidewalks: A sidewalk on the south side of the I-105 freeway between the San Pedro Subdivision ROW and the Arthur Avenue pedestrian bridge will be added and will connect with the pedestrian pathway on the LRT bridge to allow residents southeast of the San Pedro Subdivision ROW in the Paramount community easier access to the new infill Metro C (Green) Line Station in the I-105 freeway median and

the I-105/C Line Station for the LPA. The new sidewalk south of the I-105 freeway and the pathway on the LRT bridge will also improve pedestrian access between the residential neighborhoods north and south of the I-105 freeway. The existing pedestrian bridge between the Paramount High School campuses in the City of Paramount will be demolished and reconstructed. Access to Paramount High School will be maintained.

Safety Barriers and Soundwalls: The LPA will include installation of safety barriers, such as fencing, along at-grade portions of the alignment that parallel street right-of-way. Additionally, soundwalls will be installed along at-grade segments of the LRT and/or freight alignment where noise impacts were identified (see Mitigation Measures NOI-1 [Soundwalls] and NOI-5 [Freight Track Relocation Soundwalls] in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2024d]). These mitigation measures will prevent informal crossings of railroad tracks and will avoid potential conflicts between pedestrians and LRT vehicles. Residents within the Affected Area will continue to use the existing grade crossings to access adjacent neighborhoods and nearby community facilities. The safety barriers will be designed based on MRDC guidance or equivalent, which will enhance safe access and crossings throughout the communities.

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

5.2.2 Community Character and Cohesion

A community's character and cohesion could be affected by displacement of residential properties or community assets, as well as changes in access to community facilities, a community's layout, noise levels, visual character, the types of land uses in a community, and demographics. Table 5.2 identifies and summarizes how project-related changes in noise levels, changes in the access to community facilities, acquisition and displacement, and changes in visual character have the potential to affect community character and cohesion. The potential for land use and demographic changes to affect community character and cohesion are discussed further below.

5.2.2.1 Acquisition and Displacement of Residential Properties or Community Assets

The LPA will require property acquisitions for permanent partial or full property acquisitions to accommodate grade separations, the LPA alignment, TPSS sites, and parking facilities. The LPA will require the displacement and partial or full acquisition of several commercial and residential properties, as well as the partial acquisition on a corner of a school property, summarized in Table 5.2 (see the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* [Metro 2024f]). The acquisition of commercial and residential properties will result in the displacement of several businesses and residents. However, these acquisitions and displacements will not affect the overall function of community assets or adjacent and surrounding uses, and no community assets will be displaced.

Table 5.2. Effect on Community Character and Cohesion

| Community | Residential Areas with Adverse Noise Effects ^{1,2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|-----------------------|--|--|---|--|
| Southeast Los Angeles | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ 55th St to 57th St <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ None | No adverse effect; LPA alignment will be elevated. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ 1 single-family unit and 2 multifamily units (APNs 5105-013-014 and 5105-021-019) at the northeast corner of Long Beach Ave and E Slauson Ave to accommodate straddle bent for aerial structure. Displacement of 9 residents. <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 10 business displacements consisting of industrial, retail, and auto services. Displacement of 71 employees. | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |
| Florence-Firestone | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ East and west of Holmes Ave ▪ East of Converse Ave <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ East and west of Holmes Ave | No adverse effect; LPA alignment will be elevated. | None | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |

| Community | Residential Areas with Adverse Noise Effects ^{1, 2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|-----------------|---|--|--|--|
| Huntington Park | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ Cottage St to east of Bissell St ▪ Flower St to Santa Ana St ▪ East and West of Otis Ave <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ Cottage Street to Pacific Blvd ▪ Rita Ave to State St ▪ East and West of Otis Ave | <ul style="list-style-type: none"> ▪ New safety barrier or soundwalls along rail ROW: Residents could no longer informally cross San Pedro Subdivision ROW at mid-block to access San Antonio Continuation School, San Antonio Elementary School, and Huntington Park High School. ▪ Vehicle-turning restrictions on Randolph St at Santa Fe Ave, Pacific Blvd, Miles Ave, and State St; truck turning restrictions on Randolph St at Pacific Blvd, Seville Ave, and Miles Ave and on Salt Lake Ave at Otis Ave, and Santa Ana St; and street closures/modifications at the Wilmington Ave, Regent St, Malabar St, Rita Ave, and Arbutus Ave grade crossings will not adversely affect access to community facilities because vehicular, bicyclist, and pedestrian access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible. ▪ Grade crossing modifications at Randolph St and Salt Lake Ave (street markings, pedestrian and vehicular crossing gates, and curb cuts) will provide safe access to schools and facilitate access to Salt Lake Park. ▪ Removal of 114 off-site parking spaces located within the San Pedro Subdivision ROW along the northbound side of Salt Lake Ave between Bell Ave and Florence Ave used by Salt Lake Park visitors. Other on-site and off-site | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ 8 multifamily residential units (APN 6320-022-008) at the corner of Randolph Ave and Rita Ave for grade crossing modifications. Displacement of 31 residents. <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 10 business displacements consisting of hotel, retail, office, and food service. Displacement of 33 employees. ▪ At a commercial supplier at the northeast corner of Pacific Blvd/Randolph St, approximately 19 parking spaces will be affected due to implementation of Mitigation Measure TRA-12. ▪ At a strip mall north of the Randolph St and Rita Ave intersection, approximately 32 parking spaces will be affected due to installation of a TPSS. ▪ At the bowling alley at the northeast corner of the rail ROW and Gage Ave, approximately 3 parking spaces will be affected by grade crossing modifications. ▪ At a truck dealer at the northeast corner of Salt Lake Ave and Walnut St, approximately 22 parking spaces will be affected due to installation of a TPSS. ▪ At San Antonio Elementary School, a strip of landscaping will be affected by grade crossing modifications. | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |

| Community | Residential Areas with Adverse Noise Effects ^{1,2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|-----------|---|---|--|--|
| | | parking remains available. Salt Lake Park on-site parking lot along Salt Lake Ave has approximately 58 parking spots and the 7 off-site parking spaces along the eastbound side of Salt Lake Ave between Bell and Florence Avenues will not be affected. | | |
| Bell | Unmitigated Impacts <ul style="list-style-type: none"> ▪ Gage Ave to Florence Ave Residual Impacts With Mitigation <ul style="list-style-type: none"> ▪ South of Bell Ave | <ul style="list-style-type: none"> ▪ Residents can no longer informally cross San Pedro Subdivision ROW at mid-block to access Salt Lake Park due to safety barrier or soundwalls along rail ROW. | None | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |
| Vernon | None | <ul style="list-style-type: none"> ▪ No adverse effect | Residential Displacements <ul style="list-style-type: none"> ▪ None Business Displacements <ul style="list-style-type: none"> ▪ At industrial property at the northeast corner of State St/Randolph St, approximately 12 parking spaces will be affected due to grade crossing improvements. | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |
| Cudahy | Unmitigated Impacts <ul style="list-style-type: none"> ▪ Live Oak St to Olive St ▪ Elizabeth St to Cecilia St Residual Impacts With Mitigation <ul style="list-style-type: none"> ▪ North side of Santa Ana St | <ul style="list-style-type: none"> ▪ Truck turning restrictions on Salt Lake Ave at Otis Ave, Santa Ana St, and Ardine St will not adversely affect access to community facilities because truck access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible. ▪ Residents southeast of Salt Lake Park can no longer informally cross San | Residential Displacements <ul style="list-style-type: none"> ▪ None Business Displacements <ul style="list-style-type: none"> ▪ 3 business displacements consisting of auto services and retail. Displacement of 8 employees. | <ul style="list-style-type: none"> ▪ No adverse effect; LPA components consistent with visual character of community. |

| Community | Residential Areas with Adverse Noise Effects ^{1,2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|------------|--|--|--|---|
| | | <p>Pedro Subdivision ROW at mid-block to access Salt Lake Park.</p> <ul style="list-style-type: none"> ▪ Existing grade crossing at Salt Lake Ave/Florence Ave improved to facilitate access of Salt Lake Park. | | |
| South Gate | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ Firestone Blvd ▪ North of McCallum Ave to LA River ▪ Mobile home community between LA River and I-710 freeway ▪ Multi-family residential south of Garfield Ave <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ Firestone Blvd ▪ Mobile homes closest to LA River in the mobile home community ▪ North and south sides of Main St | <ul style="list-style-type: none"> ▪ Vehicle-turning restrictions along Gardendale St and truck turning restrictions on Salt Lake Ave at Santa Ana St and Ardine St will not adversely affect access to community facilities because vehicular, bicyclist, pedestrian, and/or truck access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ None <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 19 business displacements consisting of auto services, industrial, retail, and a plant nursery. Displacement of 141 employees. ▪ At the trucking business south of Ardine St, approximately 3 parking spaces will be affected due to grade crossing improvements. | <p>No adverse effect; LPA components consistent with visual character of community.</p> |
| Downey | None | <p>Vehicle-turning restrictions along Gardendale St will not adversely affect access to community facilities because vehicular, bicyclist, and pedestrian access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible.</p> | None | <p>No adverse effect; LPA components consistent with visual character of community.</p> |

| Community | Residential Areas with Adverse Noise Effects ^{1, 2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|-----------|---|---|---|--|
| Paramount | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ I-105 to Lakewood Blvd <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ South of Howe St ▪ Bellota Ave to Lakewood Blvd | <ul style="list-style-type: none"> ▪ Realignment of Paramount Bike Trail will not disrupt operation and access of the bike trail or divide or affect the character of the bike trail. ▪ 20 on-site parking spaces located on a 40-foot-wide section of the Metro-owned ROW at Paramount Park along the northern boundary will be removed. The remaining approximately 280 on-site parking spots to be maintained, and off-site parking on Paramount Boulevard will not be affected. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ None <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 2 business displacements consisting of auto service and industrial. Displacement of 57 employees. ▪ Commercial property at northwest corner of Rosecrans Ave/Paramount Blvd to be acquired for the relocation of freight track. ▪ Removal of 20 on-site parking spaces located on a 40-foot-wide section of the Metro-owned ROW at Paramount Park along the northern boundary. Remaining approximately 280 on-site parking spots to be maintained and off-site parking on Paramount Boulevard will not be affected. | <p>Landscaping and decorative wall on south side of World Energy storage tracks to be removed. Views of storage tracks not visually compatible with surrounding residential area. Mitigation Measure VA-1 (Screening at Somerset Boulevard) will ensure that views of the World Energy storage tracks continue to be blocked by a decorative screening wall and landscaping.</p> |

| Community | Residential Areas with Adverse Noise Effects ^{1, 2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|------------|---|--|--|---|
| Bellflower | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ Lakewood Blvd to San Gabriel River <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ Mobile home community east of Lakewood Blvd ▪ North side of Hegel St to Clark Ave ▪ North side of Rendalia St ▪ Alondra Blvd to Harvard St ▪ Bellflower Blvd to east of Adenmoor Ave ▪ Ripon Ave ▪ Palo Verde Ave | <ul style="list-style-type: none"> ▪ Vehicle-turning restrictions at the Clark Ave/Flora Vista St, Alondra Boulevard/Pacific Avenue, and Alondra Boulevard/Flora Vista St intersections will not adversely affect access to community facilities. Vehicular, bicyclist, and pedestrian access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible. ▪ East of Bellflower Blvd, relocation of the Bellflower Bike Trail will allow users to access the bike trail without having to cross the proposed LRT tracks. Operation of and access to the Bellflower Bike Trail will remain. ▪ Residents in the south portion of the city will no longer be able to use the Metro-owned PEROW informally as an equestrian trail. PEROW is currently identified as a rail corridor and an existing railroad track is located within the PEROW. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ None <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 2 business displacements consisting of auto service (LPA) and a sports center (at the MSF site). Displacement of 85 employees (of which 75 employees are related to the sports center). ▪ Auto business on west side of Bellflower Blvd, north of project alignment to be acquired for Bellflower Station parking facility. | <p>“Belle” public art cow statue in PEROW will be removed but will not detract from or conflict with visual character of the PEROW.</p> |
| Cerritos | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ Eric Ave to Gridley Rd/183rd St ▪ Pioneer to South St <p>Residual Impact With Mitigation</p> <ul style="list-style-type: none"> ▪ Eric Ave to Gridley Rd/183rd St | <ul style="list-style-type: none"> ▪ No adverse effects; no direct access to community facilities is available within the PEROW. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ None <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ At the business park on the southeast corner of Studebaker Rd/Business Circle, approximately 2 parking spaces will be affected due to grade crossing improvements. | <p>No adverse effect; LPA components consistent with visual character of community.</p> |

| Community | Residential Areas with Adverse Noise Effects ^{1, 2} | Access to Community Facilities | Residences, Community Assets, or Commercial Businesses Permanently Acquired/Displaced ³ | Changes in Visual Character |
|-----------|--|--|---|---|
| Artesia | <p>Unmitigated Impacts</p> <ul style="list-style-type: none"> ▪ Gridley Rd/183rd St to South St <p>Residual Impacts With Mitigation</p> <ul style="list-style-type: none"> ▪ North of 184th St to Alburtis Ave | <ul style="list-style-type: none"> ▪ Vehicle-turning restriction on Pioneer Blvd at the Litle India Food Court driveway, street closures/modifications at 188th St between Corby Ave and Pioneer Blvd and 187th St between Corby Ave West and Corby Ave East will not adversely affect access to community facilities. Vehicular, bicyclist, and pedestrian access will be maintained by re-routing traffic to adjacent streets. Community facilities will remain accessible. ▪ No direct access to community facilities area is available within the PEROW. | <p>Residential Displacements</p> <ul style="list-style-type: none"> ▪ 2 residential parcels (APN 7039-012-004 and 7039-012-012). APN 709-012-012 does not currently contain a residential unit and no residents currently reside on the property. 2 residential units on APN 7039-012-004 will be displaced. Displacement of 7 residents. <p>Business Displacements</p> <ul style="list-style-type: none"> ▪ 13 business displacements consisting of retail, office, and auto service. Displacement of 48 employees. ▪ Property acquisition to accommodate proposed parking facility at Pioneer Station includes commercial and residential properties along Corby Ave, 188th St, and Pioneer St south of project alignment. | <p>No adverse effect; LPA components consistent with visual character of community.</p> |

Source: TAHA 2023

Notes: ¹ Metro 2024d

² Unmitigated impacts are impacts that will occur without mitigation. Residual impacts are impacts that will still occur with the implementation of mitigation.

³ Metro 2024f

LPA = Locally Preferred Alternative; MSF = maintenance and storage facility; PEROW = Pacific Electric Right-of-Way; ROW = right-of-way; TPSS = traction power substation

Changes to residential properties will not cause residential neighborhoods and community assets to become isolated, and residential neighborhoods and community assets will be maintained. Property displacement and acquisition will not change the character and cohesion of the communities in the Affected Area (see the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* [Metro 2024f] and the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* [Metro 2024e]). Therefore, no adverse effects will occur.

5.2.2.2 Access to Community Facilities

The LPA requires the relocation of the Paramount Bike Trail within the PEROW from Somerset Boulevard to Lakewood Boulevard in Paramount and the Bellflower Bike Trail within the PEROW on the east side of Bellflower Boulevard in the Bellflower community. Between Somerset Boulevard and Lakewood Boulevard, the Paramount Bike Trail will move from the south side to the north side of the PEROW. East of Bellflower Boulevard, the LPA will relocate the existing Bellflower Bike Trail from the north side to the south side of the PEROW. Relocating the Paramount and Bellflower Bike Trails will allow users to use the pedestrian and bicycle paths without having to cross the LPA tracks. The Paramount and Bellflower Bike Trail in Paramount and Bellflower, respectively, will not be permanently removed. The Artesia Historic District Recreation Trail will not be permanently affected during operation of the LPA. Thus, the LPA will not displace, isolate, or change the character of the Bellflower Bike Trail (see the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* [Metro 2024e] and the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]).

In the southerly portion of Bellflower (near Flora Vista Park), adjacent residents are currently able to access the PEROW from the rear of their properties to either use the PEROW informally as an equestrian trail or cut across the PEROW to access the Bellflower Bike Trail and Flora Vista Park. With the installation of security barriers and/or soundwalls (see Mitigation Measures NOI-1 and NOI-5 in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2024d]) along the PEROW, some residents (particularly on the southwest side of the PEROW) will no longer be able to informally access the PEROW through their backyards. Although less convenient, these residents will still be able to access the Bellflower Bike Trail and Flora Vista Park through local streets. Regardless, Section 12.44.020 of the Bellflower Municipal Code states that equestrian use on the Bellflower Bike Trail is prohibited (Ordinance 1189) and the PEROW is an existing rail corridor and has not been designated as an equestrian trail. The nearest equestrian center is located at the Lakewood Equestrian Center approximately six miles south of the Bellflower Bike Trail.

As discussed under the subheading “Vehicle Delays at Intersections, Street Closures, and Turning Restrictions” in Section 5.2.1, the closure of Randolph Street at Wilmington Avenue, Regent Street, Rita Street, Malabar Street, and Arbutus Avenue in Huntington Park and turning restrictions on Randolph Street at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street will not interfere with vehicular access and mobility to community assets and residential neighborhoods. Alternate routes between both sides of the affected streets will be available, and vehicular access to all properties will be maintained.

Off-site parking at Salt Lake Park and on-site parking at Paramount Park will be affected by the LPA. Approximately 114 off-site parking spaces located within the San Pedro Subdivision ROW along the northbound side of Salt Lake Avenue between Bell and Florence Avenues are

currently used by Salt Lake Park visitors and will be removed/relocated as a result of the LPA. The Salt Lake Park on-site parking lot along Salt Lake Avenue with approximately 58 parking spots and the 7 off-site parking spaces along the eastbound side of Salt Lake Avenue between Bell and Florence Avenues will not be affected. Street parking along Florence Avenue and Bissell Street, in addition to other on-site and off-site parking around Salt Lake Park, will remain unaffected. The LPA will affect approximately 20 (of approximately 300) on-site parking spaces on the northern portion of Paramount Park. The 40-foot-wide section is Metro-owned and currently used for parking and landscaping by Paramount Park. The LPA will require termination of the lease agreement between Metro and the City of Paramount for the 40-foot-wide section to accommodate the LPA alignment. The remaining approximately 280 on-site parking spots will be maintained to the extent feasible, and off-site parking on Paramount Boulevard will not be affected. Thus, the LPA will not displace, isolate, or change the character of Salt Lake Park or Paramount Park (see the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report [Metro 2024e]*).

The street closures, turning restrictions, realignment of the Paramount and Bellflower Bike Trails, the discontinued use of the PEROW as an informal equestrian trail, and the removal of off-site parking at Salt Lake Park and on-site parking at Paramount Park will not change the character and cohesion of the communities in the Affected Area. Therefore, no adverse effects will occur.

5.2.2.3 Community Layout

Communities within the Affected Area have been historically built around rail ROWs. The LPA will require partial and full acquisition of several properties; street closures in a mixed industrial, commercial, residential area on 188th Street between Corby Avenue and Pioneer Boulevard (Artesia); and turning restrictions at some intersections. These changes are not anticipated to isolate or change community character or cohesion. The physical layout of the affected communities will remain similar to existing conditions, and the area surrounding the alignment and station areas will remain accessible. The overall functionality of the uses adjacent to and surrounding the alignment and station entrances will not be adversely affected. The LPA will not adversely affect the character or cohesion of communities within the Affected Area.

5.2.2.4 Changes in Noise

As presented in Table 5.2, the LPA will have moderate or severe noise effects in several residential neighborhoods. Mitigation Measures NOI-1 through NOI-5, which include soundwalls, low impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and soundwalls for freight track relocation, will be implemented to reduce noise levels to the extent feasible. However, residual moderate or severe noise effects will still occur in some communities. Based on the stability of the affected communities and reductions to the noise levels, residual impacts are not anticipated to create a shift in the community that will result in an adverse effect to the cohesion of the community (see the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report [Metro 2024d]*). The anticipated changes in noise levels for the LPA are not expected to adversely affect the character and cohesion of communities within the Affected Area.

5.2.2.5 Changes in Visual Character

The aerial alignment will be located within the existing rail or public street ROWs along Long Beach Avenue in Southeast Los Angeles and on Randolph Street (west of Holmes Avenue) in Florence-Firestone. The aerial alignment and the at-grade segments will be located within the existing rail ROWs in all other communities. The LPA will remove landscaping within the rail ROWs and introduce new visual elements to the area; however, the LPA will be located within an existing rail ROW or street right-of-way and will be compatible with the existing transportation corridor. The LPA will potentially remove the existing landscaping and decorative wall on the south side of the World Energy storage tracks in the Paramount community, which will make the World Energy storage tank cars on the railroad tracks more apparent along Somerset Boulevard. Views of the storage tracks will not be visually compatible with the surrounding residential area. The pedestrian bridge between the Paramount High School campuses will be demolished and reconstructed. The new bridge will be longer and taller than the existing bridge and ADA compliant. The new bridge will include 12-foot wide ramps on each side of the bridge to achieve ADA compliance. The new bridge will not change the visual character of the area. The LPA will also remove the public art statue, “Belle,” from the PEROW. Although the removal of “Belle” will not conflict with or detract from the visual character of the PEROW, the statue is a piece of public art that has aesthetic value to Bellflower.

Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”) will be implemented so that views of the storage tracks north of Somerset Boulevard (east of the LRT tracks) remain obstructed and that “Belle” will be relocated in coordination with the City of Bellflower, respectively.

With implementation of mitigation measures, the LPA is not anticipated to result in adverse changes to the visual character of communities in the Affected Area (see *West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Report* [Metro 2024g]). In addition, for portions of the alignment that are located to the rear of residential homes, community facilities, and industrial buildings, these uses are not anticipated to be affected by changes to the visual character within the rail ROW. Where aerial structures will be located to the rear of residential properties and soundwalls on these aerial structures are less than eight feet in height, vertical screening elements (Project Measure VA PM-8 [Residential Screening for Aerial Structures]) will be placed on top of the soundwalls to block the line-of-sight between the LRT vehicles on the aerial structures and the rear yards of adjacent residential properties (see *West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Report* [Metro 2024g]). As such, changes in noise levels and visual character are not expected to adversely affect the character and cohesion of communities within the Affected Area. No adverse effect would occur.

5.2.2.6 Changes in Land Use

The LPA could indirectly affect growth and development in the Affected Area by providing opportunities for TODs around stations. Although the LPA could indirectly change the types of land uses that surround the stations (i.e., by converting industrial uses to commercial uses or TODs), these changes will be consistent with the goals, policies, and objectives of the affected local jurisdictions. Any new development that could be built around the stations will be solely at the discretion and approval of the affected communities, which generally protect residential neighborhoods. City- and Metro-funded TOD plans are currently being prepared in several of the affected communities. These plans will undergo separate environmental review, and the affected local jurisdictions will be responsible for ensuring that these plans

and any new development are consistent with their goals, policies, and objectives. In this context, it is anticipated that any potential adverse indirect land use effects will be addressed and mitigated by restrictions imposed by local jurisdictions. As the potential land use changes will be consistent with the goals, policies, and objectives of the affected local jurisdictions and new development around the stations will be solely at the discretion and approval of the affected communities, the character and cohesion of communities within the Affected Area are not expected to be adversely affected by potential land use changes.

5.2.2.7 Changes in Demographics

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

The International Cultural District of Artesia, also known as “Little India,” is an ethnic district located within the Affected Area. The stations will allow residents who live outside of Artesia to better access this ethnic district, resulting in a beneficial effect to the Artesia community. The LPA will increase connectivity to this district.

5.2.2.8 Summary

The LPA will not directly or indirectly affect community character and cohesion. Property acquisition and displacement of businesses and residents will not affect the overall function of community assets or adjacent and surrounding uses, and no community assets will be displaced. Access to community facilities and the community layout will be maintained. Additionally, changes in noise levels (with implementation of Mitigation Measures NOI-1 through NOI-5), visual character (with implementation of Mitigation Measures VA-1 and VA-2), land use, and demographics will not adversely affect community character and cohesion.

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

5.2.3 Community Stability

Stability of a community is determined based on how long residents reside in their homes. As shown in Table 4.16, at least 87 percent of the residents living in the affected communities have resided in the same house after one year, which can indicate a strong cohesive community and a lower level of housing tenure turnover. Although the LPA will require partial and full acquisition of several residential properties and some residents may

be displaced, the LPA is not expected to alter the stability of the communities in the Affected Area. Instead, the LPA will increase the connection among the communities in the Affected Area by providing additional transit services, which will benefit the existing residents of the communities and could help support the stability of the communities in the Affected Area. Therefore, no adverse effects related to community stability will occur.

5.3 Design Option – Close 186th Street

5.3.1 Access and Mobility

The closure of 186th Street at the PEROW and the provision of an at-grade crossing at 187th Street in the City of Artesia would not impede access and mobility of motorists, pedestrians, and bicyclists to residential neighborhoods and community assets. The prevailing access and mobility patterns in the Affected Area for communities would shift, resulting in different community access routes when compared to those under existing conditions or for the LPA without the design option. Although motorists, pedestrians, and bicyclists would no longer be able to cross the PEROW at 186th Street, alternate routes would be available to access 186th Street on both sides of the PEROW, and access to all properties would be maintained. The Artesia Historic District Recreation Trails would be maintained and would continue to be accessible on the northeast side of the PEROW at 186th Street. Pedestrians and bicyclists on the southwest side of the PEROW can access the bike trail using 187th Street. Permanent access disruptions to existing land uses on both sides of the rail ROW would not occur with implementation of the design option. Access to the surrounding residential neighborhoods, businesses, and community assets would remain. Thus, no adverse effects on access and mobility would occur.

5.3.2 Community Character and Cohesion

No residential properties or community assets would be permanently displaced by the design option. Although the street closure at 186th Street would result in different community access routes when compared to those under existing conditions or for the LPA without the design option, the community's physical layout would be the same, and the area surrounding the design option would remain accessible through alternate routes. The overall functionality of the uses adjacent to and surrounding the alignment and station entrances would not be adversely affected. The visual character, land use, and demographics would be similar to the LPA without the design option. The design option would remove the crossing signal noise from 186th Street and add crossing signal noise to 187th Street. The LPA with the design option would result in 92 moderate impacts and 115 severe impacts, which would be a decrease of 1 moderate impact and an increase of 1 severe impact compared to the LPA without the design option. The LPA with or without the design option would result in a total of 207 impacts. Similar to the LPA without the design option, mitigation measures would be implemented, but residual noise impacts would remain. The changes associated with the design option are not anticipated to isolate or change community character or cohesion.

5.3.3 Community Stability

The design option would be within the PEROW and public street ROW. No residential properties or community assets would be acquired and no residents would be displaced for the design option. All properties in the surrounding area would remain accessible through alternate routes. Thus, the LPA with the design option is not expected to alter the stability of communities in the Affected Area. The design option would be part of the LPA, which would

increase the connection among the communities in the Affected Area by providing additional transit services. Therefore, no adverse effects related to community stability would occur.

5.4 Maintenance and Storage Facility

5.4.1 Access and Mobility

The MSF site is located south of Somerset Boulevard in Bellflower, and the site is currently leased by Bellflower to the owners of the Hollywood Sports Paintball & Airsoft and Bellflower BMX, a privately owned recreational business. The MSF site is surrounded by single- and multifamily residential homes, mobile home communities, and industrial and commercial businesses. Security barriers will be installed along the perimeter of the MSF site. The MSF entrance/exit driveway will be aligned with Somerset Boulevard at Bayou Avenue and a traffic signal and signalized crosswalk will be installed at the intersection that will maintain access to nearby residential neighborhoods or community assets. Pedestrian and vehicular access to nearby residential neighborhoods and mobile home communities will be maintained. Additionally, operation of the MSF is not expected to adversely affect any nearby street intersections. The lead tracks located within the PEROW on the south side of the MSF site will not impede access to the Bellflower Bike Trail since the bike trail will be located south of the lead and LRT tracks. Therefore, no adverse effects on access and mobility will occur.

5.4.2 Community Character and Cohesion

A full property acquisition of the MSF site will be required. The MSF site does not include any identifiable community assets. Although the Hollywood Sports Paintball & Airsoft and Bellflower BMX business will no longer be located on the site and 75 employees will be displaced, no residential properties or community assets will be isolated, disrupted, or displaced. Although the MSF site will change the existing recreational/commercial site to an industrial-related use, the use will be consistent with other industrial development that adjoins the west side of the site. The MSF site will be consistent with the mixed industrial, commercial, and residential character of its surrounding area.

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

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

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

5.4.3 Community Stability

As shown in Table 4.16, approximately 90 percent of Bellflower residents have resided in the same house after one year. The MSF site will not acquire or displace any residential properties, and the development of the MSF site is not expected to cause residents living near the MSF site to move out of the Bellflower community. Therefore, no adverse effects to community stability will occur.

5.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three U.S. Army Corps of Engineers (USACE) facilities: Los Angeles River just west of I-710, Rio Hondo channel just east of I-710, and San Gabriel River channel just west of I-605. All three river channels are concrete lined and are operated and maintained by LA County. Under existing conditions, residents in communities near the USACE facilities do not have access to the river channels within or adjacent to the rail ROWs. Additionally, no street closures, turning restrictions, or increased vehicle delays at intersections will occur in areas surrounding the USACE facilities. The bridge structures and other LPA components that will be constructed over the USACE facilities will not impede the use of the existing bike trails along the banks of the river channels and will not alter the stability of communities surrounding the river channels. Use of the bike trails along the banks of the river channels will continue to remain operational. LPA components at the USACE facilities will not adversely affect access and mobility, community character and cohesion, and community stability in the area surrounding the USACE facilities.

5.6 California Department of Transportation Facilities

The bridge at I-105 and the undercrossings at I-710, SR-91, and I-605, as well as other LPA components at these four California Department of Transportation (Caltrans) facilities, will not conflict or impede with the function of the Caltrans facilities. The physical layout of the Caltrans facilities will remain similar to existing conditions, and LPA components will not result in any street or lane closures, turning restrictions, or increased vehicle delays at these Caltrans facilities. The LPA will not alter access to the I-710, I-105, SR-91, and I-605. The use and function of these Caltrans facilities will remain unchanged. The character, cohesion, and stability of the communities in the vicinity of the Caltrans facilities will remain similar to existing conditions. Thus, no adverse effects on communities and neighborhoods will occur.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

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

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report (Metro 2024f)*. Impacts will be considered significant if the Project has the potential to:

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report (Metro 2024a)*. Impacts will be considered significant if the Project has the potential to:

- Physically divide an established community

6.1 Threshold COM-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

6.1.1 No Project Alternative

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

6.1.1.1 Mitigation Measures

No mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

No impact.

6.1.2 Locally Preferred Alternative

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

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

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

6.1.2.1 Mitigation Measures

No mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

Less than significant impact.

6.1.3 Design Option—Close 186th Street

The design option would close 186th Street but keep 187th Street open. The design option would not directly induce population or housing growth and would not induce substantial unplanned population growth beyond SCAG growth projections for Artesia. Therefore, no impacts would occur.

6.1.3.1 Mitigation Measures

No mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

No impact.

6.1.4 Maintenance and Storage Facility

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

6.1.4.1 Mitigation Measures

No mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024b).

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

7.2 Regulatory Background and Methodology

7.2.1 Regulatory Background

All federal, state, regional, and local regulations and guidelines pertinent to construction the Project will be followed. For additional regulatory information, refer to the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024b).

7.2.2 Methodology

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

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

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024f). Impacts will be considered significant if the Project has the potential to:

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

The following CEQA Guideline threshold is analyzed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report (Metro 2024a)*. Impacts will be considered significant if the Project has the potential to:

- Physically divide an established community

7.3 Construction Impacts

7.3.1 No Build Alternative

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

7.3.2 Locally Preferred Alternative

7.3.2.1 Access and Mobility

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

- Aerial construction in or adjacent to Southeast Los Angeles, Florence-Firestone, Huntington Park, South Gate, Paramount, Bellflower, Artesia, and Cerritos
- At-grade construction in or adjacent to Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos

Laydown areas will be located in the station areas on properties adjacent to street ROWs, on parts of a street ROW, and/or at cul-de-sacs, and along the alignment on commercial and industrial properties. In these areas, construction activities and temporary concrete barriers and fencings along the perimeter of laydown areas are expected to result in temporary sidewalk, lane, and/or street closures. Vehicular, pedestrian, and bicycle access to businesses, community assets, and residences may be detoured temporarily, particularly those that are located adjacent or near the construction area. Grade crossing improvements at State Street will temporarily affect the lanes and sidewalks adjacent to the San Antonio Elementary School and the landscaping and driveways on the San Antonio Elementary School campus during construction. The driveways and sidewalks will be reconstructed, and the sidewalks will provide additional width for the students of the school. Additionally, the existing pedestrian bridge between Paramount High School campuses in the City of Paramount will be demolished and reconstructed. Metro will coordinate with Paramount High School to identify detours while the bridge is not available.

In the aerial segments of the LPA, laydown areas will generally be located within the rail ROW or on properties adjacent to the LPA. Barriers surrounding the laydown areas are not expected to adversely affect access and mobility since these areas will be located outside of

public street ROWs. However, aerial construction activities could result in temporary lane or street closures (i.e., along Long Beach Avenue within the Wilmington Branch ROW; Randolph Street, Atlantic Avenue, Firestone Boulevard, Imperial Highway, and Garfield Avenue within the San Pedro Subdivision ROW; and intersection of Paramount Boulevard/Rosecrans Avenue, Downey Avenue, Flower Street, Woodruff Avenue, and 183rd Street/Gridley Road within the PEROW). Vehicular, pedestrian, and bicycle access to businesses, community assets, and residences along and near the aerial segments of the alignment may be detoured temporarily. Access to community assets and residences may be detoured during aerial construction activities for the LPA and include, but are not limited to, the following:

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

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

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

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

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

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

7.3.2.2 Community Character and Cohesion

Community disruption would occur during the construction phase. Community character and cohesion would be affected if community facilities and residences are displaced, and changes in community layout, noise and vibration levels, air quality, visual character, land uses, and demographics adversely affect the character of community facilities and residential areas. Construction activities for the LPA will result in temporary disruption to community activities, but it is not anticipated to result in permanent adverse effects to the character and cohesion of communities.

Acquisition and Displacement, Community Layout, and Land Use: Construction activities, including staging areas, construction support sites, and temporary construction easements (TCEs), will require property acquisitions. Some laydown areas will require property acquisitions. No residential uses or community assets will be displaced from these property acquisitions. Although structures within the acquired properties for laydown areas will be demolished to accommodate planned construction activities, construction activities on these properties will be temporary. Indirect construction impacts related to construction-related acquisitions, air quality, noise and vibration, and traffic and parking may occur.

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

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

the Project and subject to separate environmental analysis, as necessary. Since new development on the acquired properties will be required to comply with the land use regulations of the local jurisdictions, new development on these acquired parcels is expected to be consistent with the goals, policies, and objectives of the affected communities' general plans. Additionally, the physical layout of the affected communities will remain similar to existing conditions (see *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report [Metro 2024ff]*). The effects of permanent acquisitions on community character and cohesion are discussed in Section 5.2.2.1.

Pedestrian crosswalks, sidewalks, and roadways may be temporarily closed during construction. Construction activities will be temporary, and construction is not expected to permanently disrupt surrounding land uses. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will maintain access to residences, businesses, and community facilities to the extent practicable. All construction activities will be temporary, and areas with pedestrian crosswalk, sidewalk, and roadway closures will be returned to preconstruction conditions once construction is complete. The effects of permanent roadway closures are discussed in Section 5.2.1.

Noise and Vibration: Residential homes and other community assets are located adjacent to and along the LPA alignment, station areas, parking lots, and MSF site. Based on noise measurements conducted for the Project and the location of sensitive uses (e.g., schools, hospitals, churches), noise related to construction may affect community facilities and residences within 500 feet of construction activities, as this is the distance where noise levels are the loudest. It is expected that community facilities and residences farther than 500 feet will not be adversely affected by noise. Typically, at distances greater than 500 feet, construction noise levels are reduced as a result of geometric spreading of noise over an increased area and attenuation provided by intervening rows of buildings. Community facilities that may be affected include schools, community centers, parks, and churches.

Vibration-generating activities could result in noticeable levels of vibration but will largely occur within the rail ROWs and are unlikely to result in building damage. Equipment vibration could exceed the Federal Transit Administration (FTA) vibration annoyance criteria when conducted in proximity to vibration-sensitive uses. Based on construction activities, location of sensitive receptors to construction activities, and use of construction equipment, temporary construction-related noise and vibration may result in adverse effects.

Mitigation Measure NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources) will be implemented during construction to reduce construction noise and vibration impacts to the extent feasible (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report [Metro 2024d]*). With mitigation, vibration impacts during construction will not occur, but construction noise may exceed the FTA construction noise criteria and result in temporary adverse effects to community facilities and residences. Construction noise levels will be temporary disruptions and are not anticipated to reach noise levels that will inhibit use of community facilities and residential properties.

Air Quality: Construction activities could temporarily expose sensitive receptors to air pollutant emissions through heavy-duty equipment exhaust, fugitive dust from ground disturbance and material movement, construction worker vehicles exhaust, and heavy-duty trucks used for hauling and vendor deliveries. Exposure to excessive air pollutant emissions during construction could inhibit the use of community facilities (such as the use of outdoor recreational facilities), which could alter community character or affect community cohesion during construction. However, construction of the LPA will not produce emissions exceeding any regional mass daily threshold or any applicable localized construction emissions thresholds, and no adverse effects related to air quality will occur.

All construction activities will be required to comply with the provisions of Metro's Green Construction Policy and adhere to best management practices to control emissions and exposure to air pollution generated by construction in compliance with the South Coast Air Quality Management District Rule 403 governing fugitive dust control. Based on the conservative assumptions that sensitive receptors will be located within 80 feet of construction site boundaries and modeled construction assumptions for regional and localized emissions, construction-related activities will not expose sensitive receptors to air pollutants, and adverse effects will not occur. Construction-related impacts will be temporary and will not permanently inhibit the use of community facilities, change the community character, or affect community cohesion.

Visual and Aesthetics: Construction activities will be temporarily visible in affected communities and could temporarily affect the visual character of some residential neighborhoods. Construction sites will be returned to preconstruction conditions once construction is completed. Mitigation Measure VA-3 (Construction Screening) will reduce visual impacts in the communities during construction (see *West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Report [Metro 2024g]*). With implementation of Mitigation Measure VA-3, construction activities are not anticipated to result in adverse changes to the visual character of the affected communities and will not permanently change the established character and cohesion of the affected communities.

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

7.3.2.3 Community Stability

During construction, an adverse effect on community stability would occur if the LPA causes residents to move out of their communities. Construction activities are temporary. While construction will require the acquisition and displacement of properties for construction staging, construction support sites, and TCEs, no residential uses or community facilities will be temporarily or permanently displaced as a result of property acquisitions. As discussed above, community disruptions could occur during construction because access to businesses, community facilities, and neighborhoods may be detoured as a result of temporary street or lane closures. Transit stations within the construction areas will also be temporarily relocated but will remain accessible within the affected community. Although construction could temporarily affect access and mobility, as well as community character and cohesion, construction activities are temporary and are not expected to cause residents to move out of

their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) will maintain access to community facilities, businesses, and residential areas. Therefore, construction of the LPA will not adversely affect community stability. No long-term adverse effects on neighborhoods and communities will occur.

7.3.3 Design Option – Close 186th Street

7.3.3.1 Access and Mobility

Construction activities would primarily occur on the 186th Street and 187th Street ROWs and within the PEROW. Construction activities and temporary barriers along the perimeter of the construction areas are expected to result in temporary sidewalk, lane, and/or street closures where 187th Street intersects the PEROW. In this area, vehicular, pedestrian, and bicycle access to businesses, community assets, and residences near the PEROW may be detoured temporarily; however, access would be maintained. Where 186th Street intersects with the PEROW, the existing crosswalk, sidewalks, and street would be permanently closed. Additionally, the Artesia Historic District Recreation Trail may be closed temporarily at 186th and 187th Streets to protect the safety of pedestrians, bicyclists, and construction workers. These closures could affect access and mobility to businesses, community assets, and residences while construction activities occur.

Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to businesses, community facilities, residences, and neighborhoods to the extent practicable. Mitigation Measure COM-1 (Construction Outreach Plan) would require access to community assets (including, but not limited to, bike trails), neighborhoods, and businesses be maintained; directional and construction detour routes signage are provided; appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes are posted to prevent pedestrians and bicyclists from entering the construction zones; information signage and public updates are provided; a plan to minimize impacts to businesses is developed; and construction activities with other capital improvement projects are coordinated. As construction activities are temporary, barriers around construction activities would be removed upon completion of construction. Temporary street, lane, sidewalk, and bike path detours and closures at 187th Street and the Artesia Historic District Recreation Trail would return to preconstruction conditions once construction is completed. The street and sidewalk closures at 186th Street would remain. However, as discussed in Section 5.3.1, access to the surrounding residential neighborhoods, businesses, and community assets would remain and permanent access disruptions to existing land uses on both sides of the PEROW would not occur.

7.3.3.2 Community Character and Cohesion

Construction of the design option would primarily occur within the public street ROW and PEROW. Construction of the design option would require two TCEs totaling approximately 400 square feet. The design option would not result in the temporary acquisition of businesses or residential units, and no residential uses or community facilities would be displaced. Indirect construction impacts related to construction-related air quality, noise and vibration, and traffic and parking may occur. Residences and community facilities within 500 feet of potential construction activities may be affected by construction-related noise and vibration. Mitigation Measure NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7

(Construction Monitoring for Vibration Near Historic Properties/Historical Resources) would be implemented during construction to reduce construction noise and vibration impacts to the extent feasible (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report [Metro 2024d]*). With mitigation, vibration impacts during construction would not occur, but construction noise may exceed the FTA construction noise criteria and result in temporary adverse effects to community facilities and residences. Construction noise levels would be temporary disruptions and are not anticipated to reach levels that would inhibit use of community facilities and residential properties.

Construction activities could temporarily expose sensitive receptors to air pollutant emissions through heavy-duty equipment exhaust, fugitive dust from ground disturbance and material movement, construction worker vehicles exhaust, and heavy-duty trucks used for hauling and vendor deliveries. Exposure to excessive air pollutant emissions during construction could inhibit the use of community facilities (such as the use of the Artesia Bike Trail), which could alter community character or affect community cohesion during construction. However, construction of the design option would not produce emissions exceeding any regional mass daily threshold or any applicable localized construction emissions thresholds, and no adverse effects related to air quality would occur. Construction activities would be required to comply with the provisions of Metro's Green Construction Policy and adhere to best management practices to control emissions and exposure to air pollution generated by construction in compliance with the South Coast Air Quality Management District Rule 403 governing fugitive dust control. Based on the conservative assumptions that sensitive receptors would be located within 80 feet of construction site boundaries and modeled construction assumptions for regional and localized emissions, construction-related activities would not expose sensitive receptors to air pollutants, and adverse effects would not occur. Impacts related to construction air quality would be temporary and would not permanently inhibit the use of community facilities, change the community character, or affect community cohesion.

Construction activities would be temporarily visible in the neighborhoods surrounding 186th and 187th Streets and could temporarily affect the visual character of these residential neighborhoods. Construction areas would be returned to preconstruction conditions once construction is completed. Mitigation Measure VA-3 (Construction Screening) would reduce visual impacts in the communities during construction (see *West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Report [Metro 2024g]*). With implementation of Mitigation Measure VA-3, construction activities are not anticipated to result in adverse changes to the visual character of the affected communities and would not permanently change the established character and cohesion of the affected communities.

Construction activities are temporary and are not expected to permanently isolate residential neighborhoods and community assets. The physical layout, noise levels, air quality, and aesthetics of the surrounding neighborhood would not be permanently altered and the character and cohesion of the surrounding neighborhood would not change. Therefore, no adverse effects regarding community character and cohesion would occur.

7.3.3.3 Community Stability

Construction of the design option would require two TCEs totaling approximately 400 square feet. The design option would not result in the temporary acquisition of businesses or residential units, and no residential uses or community facilities would be displaced. Community

disruptions could occur during construction since access to businesses, community facilities, and neighborhoods may be detoured. Although construction could temporarily affect access, mobility, community character, and community cohesion, construction activities are temporary and are not expected to cause residents to move out of their communities. Additionally, Mitigation Measure COM-1 (Construction Outreach Plan) would maintain access to community facilities, businesses, and residential areas. Therefore, construction of the design option is not expected to adversely affect community stability. No long-term adverse effects on neighborhoods and communities would occur during construction of the design option.

7.3.4 Maintenance and Storage Facility

Construction activities related to the MSF will be temporary and will primarily occur within the MSF site. Temporary construction barriers will be placed along the perimeter of the site and are not expected to adversely affect access and mobility to residential neighborhoods and community assets. Construction activities will not alter the physical layout of the affected communities, and no residential uses or community assets will be displaced for the purposes of construction. Construction activities will temporarily increase noise levels and impact air quality and visual character; however, the changes will not permanently alter the character of Bellflower. Additionally, construction activities are not expected to alter the demographics of the community, cause residents to move out of the community, or change the physical layout of Bellflower.

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

7.3.5 U.S. Army Corps of Engineers Facilities

Construction activities at the USACE facilities will be temporary and will primarily occur within, over, and adjacent to the USACE facilities. Temporary construction barriers will be placed along the perimeter of construction areas. Where the rail ROWs intersect with the USACE facilities, access to residential neighborhoods is not available under existing conditions, and construction barriers will not adversely affect access and mobility to residential neighborhoods from the USACE facilities. Construction activities will not alter the physical layout of USACE facilities. Construction activities at the USACE facilities are not expected to alter the stability and demographics of the communities surrounding the USACE facilities.

Construction at the USACE facilities may result in temporary closure of the existing bike paths along the banks of the LA River, Rio Hondo, and San Gabriel River channels for the safety of pedestrians, bicyclists, and construction workers; however, detours would be provided. Adverse effects related to air quality and noise during construction will not occur at the USACE facilities. Construction at the USACE facilities will not permanently inhibit the use of bike paths at the banks of the LA River, Rio Hondo, and San Gabriel River channels, will not change the character of the USACE facilities, or affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability will not occur.

7.3.6 California Department of Transportation Facilities

Construction activities at the Caltrans facilities will be temporary and will primarily occur within and adjacent to the Caltrans facilities. Temporary construction barriers will be placed along the perimeter of the construction areas. Access to residential neighborhoods is not available within the Caltrans facilities under existing conditions, and construction barriers will not adversely affect access and mobility to residential neighborhoods from the Caltrans facilities. Construction activities will not alter the physical layout of the Caltrans facilities. The Caltrans facilities are not sensitive to changes in noise, air quality, and visual character. Construction activities at the Caltrans facilities are not expected to alter the stability and demographics of the communities surrounding the Caltrans facilities. The physical layout of the Caltrans facilities will not be altered.

Construction at the I-710, SR-91, and I-605 will not result in temporary lane closures since construction will occur under these Caltrans facilities. Construction at the I-105 may result in temporary lane closures at this Caltrans facility, but use of this facility by motorists will be maintained during construction. Construction at the Caltrans facilities will not permanently inhibit the use of the Caltrans facilities, will not change the character of the Caltrans facilities, and will not adversely affect community cohesion. Therefore, adverse effects to access and mobility, community character and cohesion, and community stability will not occur.

7.4 California Environmental Quality Act Determination

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

7.4.1 Threshold COM-CON-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

7.4.1.1 No Project Alternative

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

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.4.1.2 Locally Preferred Alternative

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

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.3 Design Option – Close 186th Street

Similar to the LPA without the design option, construction for the LPA with the design option would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.4.1.4 Maintenance and Storage Facility

Similar to the LPA, construction for the MSF will be temporary and will not directly or indirectly induce unplanned population growth in the area. Construction workers are anticipated to be existing Metro workers or new workers who live within driving distance to the job site and will not require moving to the surrounding area for work. Therefore, impacts will be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

Project Measures TR PM-1 (Pre-signals and Queue-cutter Signals) and VA PM-8 (Residential Screening for Aerial Structures).

8.2 Mitigation Measures

8.2.1 Operation

Mitigation Measures NOI-1 (Soundwalls), NOI-5 (Freight Track Relocation Soundwalls), VA-1 (Screening at Somerset Boulevard), VA-2 (Relocation of “Belle”), and TRA-1 through TRA-17.

Refer to Mitigation Measures TRA-1 through TRA-17, which are specific intersection modifications for the descriptions of intersection lane reconfigurations that will address intersection impacts identified for the LPA. Impacts will remain at 12 intersections after mitigation during one or both peak periods. Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”) will address visual impacts by preserving screening elements and relocating public art. Mitigation Measures NOI-1 through NOI-5 which include soundwalls for LRT, low impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and soundwalls for freight track relocation, will reduce noise levels from the LRT, ancillary facilities, and freight. Noise impacts for ancillary facilities will be mitigated. The LPA with the design option would result in a decrease of 1 moderate impact and an increase of 1 severe impact compared to the LPA without the design option.

8.2.2 Construction

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

- Maintain access to community assets (including, but not limited to, schools and bike trails) and neighborhoods during construction as practicable
- Maintain access to businesses during the operating hours of the businesses as practicable
- Provide signage to direct pedestrians and motorists around construction areas; around sidewalk, street, and lane closures; to entrances of businesses and community assets; to maintain the flow of traffic around the construction area; and to notify pedestrians and motorists of any permanent closed streets prior to the closure of such streets
- Provide appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes to prevent pedestrians and bicyclists from entering the construction zones
- Provide signage alerting potential customers that businesses are open during construction and clearly mark detours as appropriate

- Provide the public with updates, alerts, and schedules during construction and prior to the start of revenue service through informational meetings, the project website, and other forms of communication such as, but not limited to, mailings and flyers to businesses and residences within 0.25 mile of the construction zone
- Develop a mitigation plan to support businesses affected by construction to help reduce impacts to businesses during construction
- Coordinate construction activities with other capital improvement projects being carried out nearby to minimize construction impacts and competing needs for detour routes

Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), and VA-3 (Construction Screening)

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