Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Final Growth Impact Analysis Report

Metro

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Growth Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronyms	Definitions
AA	Alternatives Analysis
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EIS/EIR	environmental impact statement/environmental impact report
I-	Interstate
LA	Los Angeles
LAUS	Los Angeles Union Station
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
MWD	Metropolitan Water District of Southern California
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PEROW	Pacific Electric Right-of-Way
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
TAZ	Transportation Analysis Zone
TOD	transit-oriented development
TPSS	traction power substation
UPRR	Union Pacific Railroad
USC	United States Code
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 Report[1] and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the *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 analyzes the potential for growth-inducing impacts that will occur from the LPA. The report is organized into eight 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– Project Measures and Mitigation Measures
- Section 8 – References

1.5 General Background

SCAG develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts such as the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS presents the transportation and overall land use vision for the six-county SCAG 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 plans for focusing new growth around transit.

SCAG regional growth forecast represents the most likely growth scenario for the Southern California region in the future and takes into consideration recent and past trends, key technical assumptions, regional growth policies, and local plans and policies. In determining the growth forecast for the region, SCAG incorporates population, housing, and employment

estimates maintained by local jurisdictions and unincorporated communities in Southern California.

1.6 Methodology

1.6.1 Definition of Affected Area

The project alignment is located through or along the boundaries of 12 local jurisdictions. Affected cities include Los Angeles, unincorporated community of Florence-Firestone of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. In parallel with the analysis presented in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024b), the Affected Area is defined as those areas located 0.25-mile on either side of the proposed alignment, parking facilities, and MSF site, as well as 0.5-mile around the proposed station areas.

1.6.2 Data Gathering

Population, household, and employment estimates presented in this analysis are based on data from the U.S. Census Bureau and also presented in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024b). The historical population and housing data are obtained from the State of California Department of Finance. Historical employment data is obtained from the U.S. Census Bureau Longitudinal Employer-Household Dynamics and "OnTheMap" data sets. The Base Year 2017 and Buildout Year 2042 residential population in the Affected Area are derived from Transportation Analysis Zone (TAZ)-level estimates from the SCAG 2016-2040 RTP/SCS.[2, 3] Information about average household size were obtained from the U.S. Census Bureau's block group-level 2015 American Community Survey 5-Year Estimates released in 2016. The characterization of the Affected Area was then refined based on a thorough review of local general plans, land use and zoning maps, and a desktop aerial survey of each community.

1.6.3 Analysis

As a transit infrastructure project, the Project is not anticipated to directly foster growth, but instead will accommodate SCAG and jurisdictional forecasted growth and is anticipated to redistribute the planned growth within the jurisdictions and region. The SCAG regional growth forecast represents the most likely growth scenario for the Southern California region in the future and takes into consideration recent and past trends, key technical assumptions, regional growth policies, and local plans and policies. The SCAG regional growth forecast is used to identify trends in population, housing, and employment and to determine if the Project will result in direct or indirect unplanned growth beyond growth already anticipated for the SCAG region. Analysis of growth-inducing impacts evaluates the Build Alternatives' reasonably anticipated growth in comparison to the population, households, and employment projections

[2] The Base Year 2017 is determined by the year the Notice of Intent was publicly published in the Federal Register and the Notice of Preparation was published informing the public of the intent to prepare a combined Draft EIS/EIR for the Project and notifying interested agencies and parties of public scoping meetings. The Notice of Intent and Notice or Preparation were published in 2017. The 2042 horizon year is based on FTA standard practice of a 25-year planning horizon.

[3] The forecasted growth does not include a No Build Alternative scenario, but a portion of projected growth would still occur under the No Build Alternative.

developed by a federally designated metropolitan planning organization. SCAG is the federally designated metropolitan planning organization for LA County.

NEPA requires that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331(b)(2)). NEPA does not include specific guidance or direction with respect to evaluating alternatives and relative effects of inducing growth.

Per CEQA Guidelines Section 15126.2(e), the growth-inducing analysis evaluates whether a project could promote economic or population growth in the vicinity of the project or remove obstacles to population growth. Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing, either directly or indirectly, beyond planned growth or otherwise lead to a degradation of environmental quality such as increased noise or air quality. Indirect or secondary effects are defined as effects caused by the project that occur later in time or farther removed in distance but are still reasonably foreseeable. CEQA Guidelines state that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment.

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 Branch[4] 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.

[4] 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 tracks[5] accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW[6] (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.

[5] 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.

[6] 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.

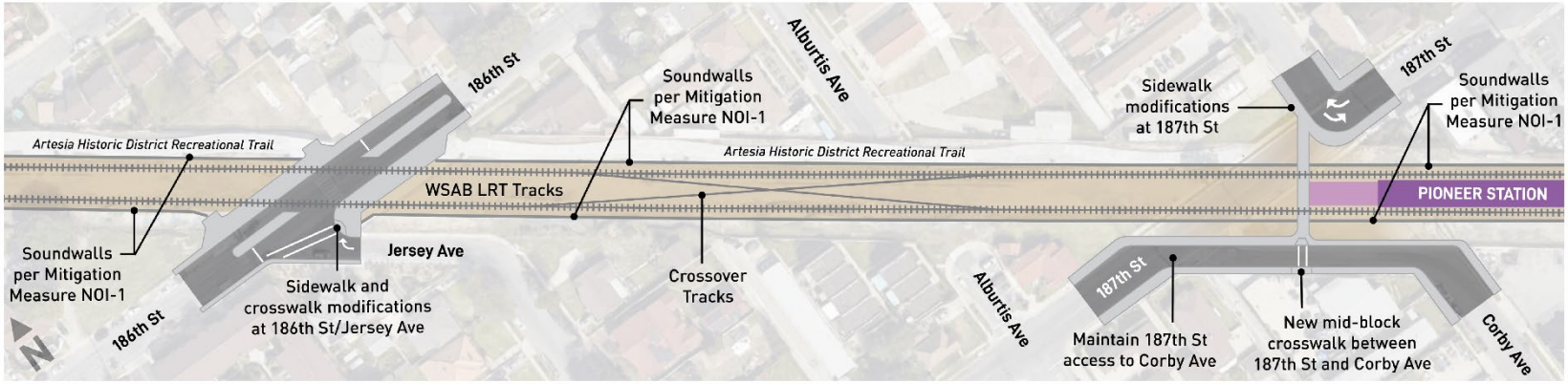
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street 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

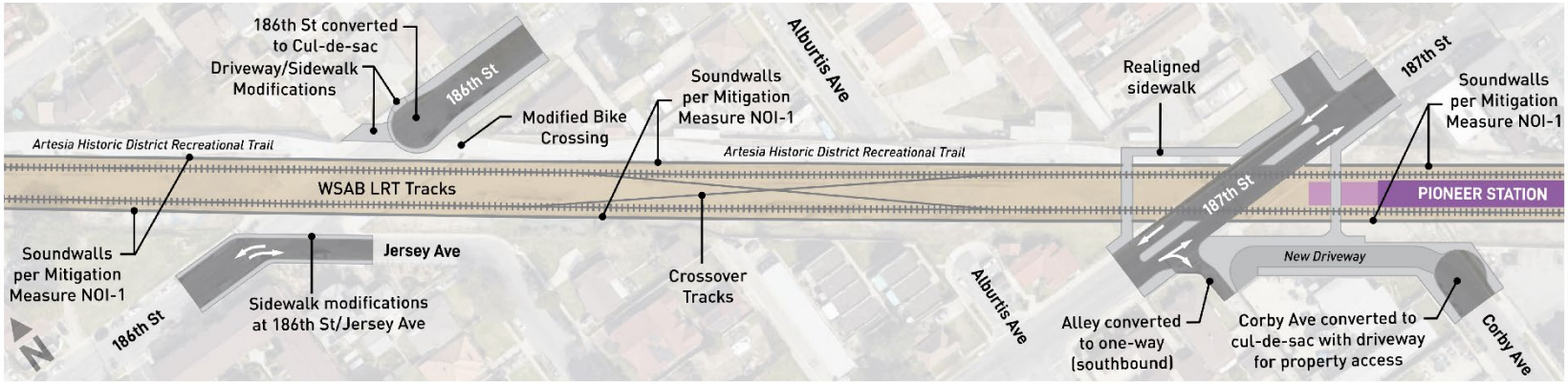
The LPA includes one design option:

- **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 regulations and plans related to growth.

3.1 Federal

There are no applicable federal plans, policies, or regulations in regard to growth.

3.2 State

There are no applicable state plans, policies, or regulations in regard to growth.

3.3 Regional

3.3.1 Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

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.

The SCAG 2016-2040 RTP/SCS plans for focusing new growth around transit and is supported by the following policies that in turn support the development of high-quality transit areas, livable corridors, and neighborhood mobility areas:

- Identifying regional strategic areas for infill and investment
- Structuring the Plan on centers development
- Developing “Complete Communities”
- Developing nodes on a corridor
- Planning for additional housing and jobs near transit
- Planning for changing demand in types of housing
- Continuing to protect stable, existing single-family areas
- Ensuring adequate access to open space and preservation of habitat
- Incorporating local input and feedback on future growth

3.4 Local

There are no applicable local plans, policies, or regulations in regard to growth.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

The approximate 14.5-mile alignment will travel through or adjacent to portions of the following jurisdictions: 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.

4.1 Historic Growth

4.1.1 Population and Housing

Table 4.1 shows the average growth trend from the year 2000 to 2017 for LA County and the cities that the LPA will operate through. Based on the State of California Department of Finance estimates for 2000 and 2017, historical housing growth has remained consistent with the population growth for each city. In comparison with the population and housing growth in LA County, the population and housing growth in the City of Los Angeles was greater than at the county level. The City of Huntington Park experienced a reduction in population and housing, while the Cities of Bell and Cerritos had a reduction in population but growth in housing. The change in population and housing can indicate a redistribution of growth located elsewhere, while housing growth can be the result of new housing development. The high historic average growth for the City of Vernon is an exception among the cities in the project corridor as the city primarily consists of industrial uses with a few scattered commercial businesses and a small residential neighborhood located near the Vernon Avenue/Santa Fe Avenue intersection, toward the center of the community. Thus, the high averaged population and housing growth for the City of Vernon during this period is skewed and does not reflect similar growth at the county level or in the surrounding cities.

Table 4.1. Historic Population and Housing Growth (2000-2017)

Jurisdiction	2000 – 2017 Change					
	Population			Housing		
	2000[1]	2017[2]	% Growth	2000[1]	2017[2]	% Growth
Los Angeles County	9,519,330	10,181,162	7.0%	3,270,906	3,527,368	7.8%
Los Angeles City	3,694,742	3,984,916	7.9%	1,337,654	1,469,845	9.9%
Vernon	91	301	230.8%	26	76	192.3%
Huntington Park	61,348	59,633	-2.8%	15,335	15,174	-1.0%
Bell	36,664	36,323	-0.9%	9,215	9,215	0.0%
Cudahy	24,208	24,208	0.0%	5,542	5,774	4.2%
South Gate	96,375	96,970	0.6%	24,269	24,497	0.9%
Downey	107,323	113,262	5.5%	34,759	35,662	2.6%
Paramount	55,266	55,730	0.8%	14,591	14,635	0.3%

Jurisdiction	2000 – 2017 Change					
	Population			Housing		
	2000[1]	2017[2]	% Growth	2000[1]	2017[2]	% Growth
Bellflower	72,878	78,212	7.3%	24,247	24,923	2.8%
Artesia	16,380	16,802	2.6%	4,598	4,707	2.4%
Cerritos	51,488	50,464	-2.0%	15,607	16,385[3]	5.0%

Source: California Department of Finance 2012; California Department of Finance 2021; TAHA 2023

[1] Data from *Table E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 2000-2010.*

[2] Data from *Table E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark.*

[3] 2017 historical estimate includes the approximately 778 housing units developed between 2000 and 2017 as reported by the City of Cerritos.

4.1.2 Employment

Table 4.2 shows the average employment trend from the year 2002 to 2015 for LA County and the cities that the LPA will operate through. Based on U.S. Census Bureau data, employment growth between 2002 and 2015 occurred in the Cities of Los Angeles, Bell, Cudahy, South Gate, Paramount, and Bellflower. The Cities of Vernon, Huntington Park, Downey, Artesia, and Cerritos experienced a loss of job opportunities during this time that may account for the 2007-2009 economic recession. However, the loss of job opportunities may also reflect employment growth and the shift of jobs to the surrounding or adjacent cities. Regardless of the reduction of employment, the Southern California region continued to historically grow and attract job opportunities, although growth may be slower in some cities.

Table 4.2. Historic Employment Growth (2002-2015)

Jurisdiction	2002 – 2015 Change[1]		
	2002	2015	% Growth
Los Angeles County	3,862,958	4,443,133	15.0%
Los Angeles	1,469,633	1,751,988	19.2%
Vernon	47,647	40,670	-14.6%
Huntington Park	15,854	15,047	-5.1%
Bell	6,735	15,067	123.7%
Cudahy	2,436	3,200	31.4%
South Gate	17,605	21,694	23.2%
Downey	39,359	37,156	-5.6%
Paramount	17,607	19,206	9.1%
Bellflower	15,001	21,240	41.6%
Artesia	5,694	5,110	-10.3%
Cerritos	41,245	37,913	-8.1%

Source: U.S. Census Bureau 2019; TAHA 2023

Note: [1] 2002 and 2015 employment data from U.S. Census Bureau Longitudinal Employer-Household Dynamics "OnTheMap" is the most available data to characterize the historical employment growth.

4.1.3 Summary

Projects that are growth-inducing are typically located in more isolated or underdeveloped areas since these areas are more likely to require the additional infrastructure (e.g., housing, roads, utilities, schools) to support any growth that will accompany the Project. Generally, these impacts are considered significant if a project will directly or indirectly lead to substantial population or employment growth in the project area that will exceed growth projections and planned capacities, or otherwise lead to a degradation of environmental quality such as increased noise or air quality.

Cities within the Affected Area are established communities that have generally experienced relative stability with population and housing growth and a mix of gains and losses in employment.

4.2 Forecasted Growth

Table 4.3 and Table 4.4 shows the average SCAG forecasted population, housing, and employment growth for the cities within the Affected Area from 2012 to 2040.

Table 4.3. SCAG Forecasted Population and Housing Growth in the Cities within the Affected Area (2012-2040)

Jurisdiction	2012 – 2040 Average Growth					
	Population			Housing		
	2012	2040	% Growth	2012	2040	% Growth
Los Angeles County	9,922,600	11,514,800	16.0%	3,257,600	3,809,300	16.9%
Los Angeles City	3,845,500	4,609,400	19.9%	1,325,500	1,690,300	27.5%
Vernon	100	300	200.0%	0	100	100.0%
Huntington Park	58,500	67,400	15.2%	14,600	17,400	19.2%
Bell	35,700	36,900	3.4%	8,900	9,200	3.4%
Cudahy	23,800	23,800	0.0%	5,600	5,600	0.0%
South Gate	94,700	111,800	18.1%	23,200	28,300	22.0%
Downey	112,500	121,700	8.2%	33,900	37,300	10.0%
Paramount	54,500	58,000	6.4%	13,900	14,800	6.5%
Bellflower	77,100	79,600	3.2%	23,700	24,400	3.0%
Artesia	16,600	18,000	8.4%	4,500	5,000	11.1%
Cerritos	49,300	50,900	3.2%	15,500	16,000	3.2%

Source: U.S. Census Bureau 2019; SCAG 2016; TAHA 2023

Table 4.4. SCAG Forecasted Employment Growth in the Cities within the Affected Area (2012-2040)

Jurisdiction	2012 – 2040 Average Growth		
	2012	2040	% Growth
Los Angeles County	4,246,600	5,225,800	23.1%
Los Angeles	1,696,400	2,169,100	27.9%
Vernon	43,200	46,100	6.7%
Huntington Park	15,600	18,600	19.2%
Bell	12,400	13,700	10.5%
Cudahy	2,900	2,900	0.0%
South Gate	20,400	24,000	17.6%
Downey	37,300	51,900	39.1%
Paramount	19,600	22,300	13.8%
Bellflower	13,600	14,700	8.1%
Artesia	5,000	5,800	16.0%
Cerritos	30,400	33,700	10.9%

Source: U.S. Census Bureau 2019; TAHA 2023

Table 4.5 summarizes the historical and SCAG forecasted population, housing, and employment growth. Based on the SCAG forecast data, population, housing, and job opportunities are expected to grow in the cities located in the Affected Area. Similar to the historical growth of the cities, the SCAG forecasted growth identifies correlated growth between population and housing in addition to employment growth within the region. Based on each city's built-out character, the cities are forecasted to have a steady growth, except the Cities of Vernon and Cudahy. The City of Vernon will continue to be an exclusively industrial community with a few scattered commercial businesses and minimal residential uses. The high population and housing growth is indicative of future growth in the small existing residential neighborhood. Forecasted population, housing, and employment growth will generally exceed the averaged historical growth, except for the City of Cudahy. The City of Cudahy does not anticipate population, housing, or employment growth in the 2012 to 2040 forecasted growth compared to historical growth. The City of Bell expects reduced levels of employment growth. This may suggest little or no growth in the city for the forecasted growth.

Table 4.5. Historical Growth and SCAG Forecasted Growth (2012-2040) in Cities within the Affected Area

Jurisdiction	2000 – 2017 Growth[1]			2012 – 2040 Average Growth		
	Population	Housing	Employment	Population	Housing	Employment
Los Angeles County	7.0%	7.8%	15.0%	16.0%	16.9%	23.1%
Los Angeles	7.9%	9.9%	19.2%	19.9%	27.5%	27.9%
Vernon	230.8%	192.3%	-14.6%	200.0%	100.0%	6.7%
Huntington Park	-2.8%	-1.0%	-5.1%	15.2%	19.2%	19.2%
Bell	-0.9%	0.0%	123.7%	3.4%	3.4%	10.5%
Cudahy	0.0%	4.2%	31.4%	0.0%	0.0%	0.0%
South Gate	0.6%	0.9%	23.2%	18.1%	22.0%	17.6%
Downey	5.5%	2.6%	-5.6%	8.2%	10.0%	39.1%
Paramount	0.8%	0.3%	9.1%	6.4%	6.5%	13.8%
Bellflower	7.3%	2.8%	41.6%	3.2%	3.0%	8.1%
Artesia	2.6%	2.4%	-10.3%	8.4%	11.1%	16.0%
Cerritos	-2.0%	5.0%	-8.1%	3.2%	3.2%	10.9%

Source: California Department of Finance 2012, 2021; TAHA 2022, 2023; U.S. Census Bureau 2019; SCAG 2016
Note: [1] 2002 and 2015 employment data from U.S. Census Bureau Longitudinal Employer-Household Dynamics "OnTheMap" is the most available data to characterize the historical employment growth.

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, Metro's 2009 LRTP, and Measure M. 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 projects, and improvements to the Metro bus system and local municipality bus system, listed in Table 2.1. Under the No Build Alternative, other projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built; however, the Project would not be developed.

Generally, infrastructure, transit, and transportation projects will not directly foster growth within a region, but instead these project types are planned to accommodate forecasted growth in the local communities and in the greater region. These projects could also help redirect growth geographically throughout the SCAG region to areas more heavily served by transit. Metro's 2009 LRTP has determined that without additional capacity to the current transportation infrastructure system to serve forecasted growth, traffic will worsen throughout the region. The No Build Alternative would include infrastructure and transportation-related projects that would accommodate the existing and future transportation needs of the area. In addition, the infrastructure, transit-related, and transportation-related projects previously described would be located within a densely developed region and would not extend into previously undeveloped areas that could induce growth or remove a barrier for growth.

The No Build Alternative may not reach the full potential to accommodate forecasted population, housing, and employment growth along the project alignment and in the communities that the Project will serve. The No Build Alternative could limit transit-related opportunities to intensify land uses at potential transit station areas and along the corridor; limit jurisdictions from developing compact communities around a public transit system; limit alternatives to automobile travel; and transit choices for residents, visitors, and employees (see the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]). However, the No Build Alternative would still implement the other identified transit and transportation improvements in the region to accommodate forecasted growth and development consistent with local plans on a project-specific basis and as forecasted in the SCAG 2016-2040 RTP/SCS.

In summary, projects included in the No Build Alternative are identified and forecasted for in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, and would provide infrastructure and transportation-related projects to accommodate and serve forecasted growth in the region and would not induce new growth. In addition, the No Build Alternative would not conflict with plans to accommodate population growth with future planning of TODs surrounding future proposed transit station areas as related to other transit projects. Economic growth is also anticipated in the No Build Alternative through employment opportunities and housing growth throughout the region. Thus, the No Build Alternative would not result in adverse growth-inducing effects.

5.2 Locally Preferred Alternative

Table 5.1 summarizes the SCAG-derived average forecasted population, housing, and employment growth for the Affected Area from 2017 to horizon year 2042. The forecasted growth considers projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, including this Project. Accordingly, population, housing, and employment growth is anticipated along the alignment with population and housing growth being closely related. The Affected Area has a forecasted population, housing, and employment growth of 59.2 percent, 62.0 percent, and 22.4 percent, respectively.

Table 5.1. SCAG-Derived Forecasted Growth within the Affected Area for the Locally Preferred Alternative (2017-2042)

2017 – 2042 Average Growth								
Population			Housing			Employment		
2017	2042	% Growth	2017	2042	% Growth	2017	2042	% Growth
151,111	240,580	59.2%	39,338	63,711	62.0%	37,937	46,230	22.4%

Source: SCAG 2016; U.S. Census Bureau 2016; TAHA 2023
Note: Affected Area = 0.25 miles on both sides of the alignment

Table 5.2 identifies the average SCAG-derived forecasted population, housing, and employment growth 0.5-mile around the proposed station areas from 2017 to horizon year 2042. 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.

The highest population growth is projected in the Pioneer Station area (109.2 percent growth), and the lowest population growth is projected in the Pacific/Randolph Station area (19.1 percent). In correlation with the projected population growth, the Pioneer Station area is projected to have the highest housing growth (106.0 percent). The lowest household growth is projected in the Pacific/Randolph Station area (21.4 percent). Employment is projected to increase in the Affected Area for growth-inducing impacts consistent with the presence of industrial and commercial uses. Employment growth will increase the most in the Slauson/A Line Station area (54.5 percent). The smallest increase in employment growth is projected in the Firestone Station area (10.7 percent), which is indicative of the already job-saturated area (see the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* [Metro 2024b]).

Table 5.2. SCAG-Derived Forecasted Growth within 0.5-mile of the Locally Preferred Alternative Station Areas (2017-2042)

Station Area	Population			Housing			Employment		
	2017	2042	% Growth	2017	2042	% Growth	2017	2042	% Growth
Slauson/A Line Station	19,235	29,254	52.1%	4,184	6,555	56.7%	4,463	6,895	54.5%
Pacific/Randolph Station	22,839	27,199	19.1%	5,942	7,211	21.4%	6,883	8,038	16.8%
Florence/Salt Lake Station	20,636	24,745	19.9%	4,995	6,112	22.4%	1,380	1,689	22.4%
Firestone Station	14,224	24,498	72.2%	3,479	6,081	74.8%	4,041	4,473	10.7%
Gardendale Station	8,051	14,403	78.9%	2,040	3,944	93.3%	3,740	4,149	10.9%
I-105/C Line Station	19,723	24,739	25.4%	4,679	6,414	37.1%	4,369	5,850	33.9%
Paramount/ Rosecrans Station	16,135	19,614	21.6%	3,894	5,205	33.7%	3,045	4,295	41.1%
Bellflower Station	23,327	32,795	40.6%	7,356	10,199	38.6%	4,069	4,781	17.5%
Pioneer Station	10,203	21,345	109.2%	3,050	6,282	106.0%	5,923	7,232	22.1%

Source: SCAG 2016a; U.S. Census Bureau 2016
Note: LAUS = Los Angeles Union Station; MWD = Metropolitan Water District

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the project corridor and SCAG region and to accommodate the existing and future transportation needs of the area. The LPA will not generate direct growth within the project corridor and station areas. Instead, the LPA will accommodate growth from throughout the SCAG region that is redirected to the project corridor and to existing and future public transit options. The forecasted growth is identified in the SCAG 2016 RTP/SCS and Metro's 2009 LRTP and is not new unplanned growth. In addition, the LPA will be located within a densely developed region, both urban and suburban in character, and will not extend into previously undeveloped areas.

The SCAG-derived forecasted growth in the Affected Area also indicates potential changes to the existing land uses surrounding the station areas as jurisdictions engage in future planning opportunities to intensify existing land uses. Potential indirect effects as a result of the LPA will include the future planning and development of TODs surrounding the proposed station areas. Metro prepared the *West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan* (Metro 2019) to be used by local jurisdictions as a resource to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the project corridor. As a toolkit for future planning, the plan does not contain specific plans for TOD within the project corridor. In addition, several jurisdictions in the corridor have completed or are in the process of developing their own individual station area plans.

Regional and local policies encourage TOD planning and development, including the intensification of land uses at potential station areas and along the corridor; development of compact communities around a public transit system; alternatives to automobile travel; and planning for residents, visitors, and employees within the vicinity of the areas (see the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]). Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. Implementation of the LPA will be a catalyst to the TOD planning and development. Similarly, the TOD planning will not generate new unplanned growth, but instead will redistribute forecasted growth of a jurisdiction.

The LPA will not result in growth-inducing impacts or unplanned growth beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. Rather, the LPA will redirect planned growth anticipated in the regional plans and projections to transit areas. Thus, the LPA will provide benefits to jurisdictions in the project corridor and in the SCAG region and will not result in adverse effects related to unplanned growth.

5.3 Maintenance and Storage Facility

The MSF will be an integral part of the Project's infrastructure and will support the maintenance, operations, and storage activities for the proposed LRT system. The MSF will improve the regional transportation system and support SCAG mobility goals by supporting the provision of a reliable, alternative mode of transportation to the region. The MSF is not anticipated to generate population and housing growth, and nominal employment growth could occur. However, employment opportunities will primarily consist of existing Metro employees who may be transferred from other existing MSFs and live within the region.

Potential employment will not exceed forecasted projections for the SCAG region or in local land use and community plans. The MSF will not result in adverse effects related to unplanned growth.

5.4 Design Option: Close 186th Street

The design option would close 186th Street but introduce an at-grade crossing at 187th Street. The design option is a change to the traffic circulation of a local road and does not affect forecasted growth for population, housing, and employment. The design option would not result in adverse effects related to unplanned growth.

5.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three U.S. Army Corp of Engineers facilities: the concrete-lined LA River and Rio Hondo channels just west and east, respectively, of I-710, and the concrete-lined San Gabriel River channel just west of I-605. As previously discussed, the LPA is a transit infrastructure project that will serve forecasted population, housing, and employment growth within the project corridor and SCAG region. While the U.S. Army Corps of Engineers facilities are also infrastructure serving the greater region, the alteration of the facilities to accommodate operation of the LPA will not result in growth-inducing impacts.

5.6 California Department of Transportation Facilities

The LPA alignment transects the following California Department of Transportation (Caltrans) facilities, from north to south: I-710, I-105, SR-91, and I-605. The Caltrans facilities are infrastructure serving the greater region and will not result in growth-inducing impacts or unplanned growth. The LPA will not affect the Caltrans facilities in relation to population, housing, and employment growth.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

CEQA Guidelines Section 15126.2(e) requires that growth-inducing impacts be assessed. CEQA requires that the analysis identifies if the "proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." CEQA Guidelines Section 15126.2(e) also requires the analysis to identify if the project "would remove obstructions to population growth…[or] encourage and facilitate other activities that could scientifically affect the environment, either individually or cumulatively."

6.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed; no properties would be acquired for the LPA; no structures along the LPA alignment would be demolished; and no new structures would be constructed. The No Project Alternative may not reach the full potential to accommodate forecasted population, housing, and employment growth along the LPA alignment and in the communities that the LPA will serve. The No Project Alternative would not induce new growth.

The No Project Alternative could limit transit-related opportunities to intensify land uses at potential transit station areas and along the corridor; limit jurisdictions from developing compact communities around a public transit system; and limit alternatives to automobile travel and transit choices for residents, visitors, and employees (see the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]). The No Project Alternative would not anticipate indirect economic growth as the LPA would not be implemented. Thus, the No Project Alternative will not result in significant growth-inducing impacts.

6.1.1 Mitigation Measures

No mitigation measures are required.

6.1.2 Impacts Remaining After Mitigation

No impact.

6.2 Locally Preferred Alternative

The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the project corridor and SCAG region and accommodate the existing and future transportation needs of the area. The forecasted growth is identified in the SCAG 2016 RTP/SCS and Metro's 2009 LRTP and is not new unplanned growth. As shown in Table 5.1, the SCAG-derived forecasted growth in the Affected Area has a forecasted population, housing, and employment growth of 59.2 percent, 62.0 percent, and 22.4 percent, respectively.

The LPA will not generate direct growth within the project corridor and station areas, but instead will accommodate the redirected growth from throughout the SCAG region to the project corridor. In addition, the LPA will be located within a densely developed region, both urban and suburban in character, and will not extend into previously undeveloped areas.

Table 5.2 summarizes the projected population, housing, and employment growth within 0.5-mile around the proposed station areas. The low increase in employment growth is indicative of the already job-saturated downtown Los Angeles area.

Potential indirect effects related to the LPA will include the future planning and development of TODs surrounding the proposed station areas. Metro prepared the *West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan* (Metro 2019) to be used by local jurisdictions as a resource to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the project corridor. As a toolkit for future planning, the plan does not contain specific plans for TOD development within the project corridor. In addition, several jurisdictions in the corridor have completed or are in the process of developing their own individual station area plans. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning will not generate new unplanned growth but instead will redistribute forecasted growth of a jurisdiction.

As such, the LPA will not induce growth, either directly or indirectly, beyond growth already anticipated in the regional plans and projections for the SCAG region, or in local land use and community plans. The LPA will redirect planned growth to transit areas and will provide benefits to jurisdictions in the project corridor and in the SCAG region. Therefore, the LPA will not result in significant growth-inducing impacts.

6.2.1 Mitigation Measures

No mitigation measures are required.

6.2.2 Impacts Remaining After Mitigation

No impact.

6.3 Design Option: Close 186th Street

The design option would close 186th Street but introduce an at-grade crossing at 187th Street. The design option is a change to the traffic circulation of a local road and does not affect forecasted growth for population, housing, and employment. The design option would not result in significant growth-inducing impacts.

6.3.1 Mitigation Measures

No mitigation measures.

6.3.2 Impacts Remaining After Mitigation

No impact.

6.4 Maintenance and Storage Facility

The MSF will be an integral part of the Project's infrastructure and will support the maintenance, operations, and storage activities for the proposed LRT system. The MSF will improve the regional transportation system and support SCAG mobility goals by providing a reliable, alternative mode of transportation to the region. The MSF is not anticipated to generate population and housing growth, and nominal employment growth could occur. However, employment opportunities will primarily consist of existing Metro employees who

may be transferred from other existing MSFs and live within the region. Potential employment will not exceed forecasted projections for the SCAG region or in local land use and community plans. The MSF will not result in significant growth-inducing impacts.

6.4.1 Mitigation Measures

No mitigation measures are required.

6.4.2 Impacts Remaining After Mitigation

No impact.

7 PROJECT MEASURES AND MITIGATION MEASURES

7.1 Project Measures

No project measures are required.

7.2 Mitigation Measures

No mitigation measures are required.

8 REFERENCES

Los Angeles County Metropolitan Transportation Authority (Metro). 2018. *West Santa Ana Branch Transit Corridor Final Northern Alignment Alternatives and Concepts Updated Screening Report*.

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