Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Final Land Use Impact Analysis Report

Metro

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Land Use Impact Analysis Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

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

taha
environmental planners

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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.

Blaire Frei, Terry A. Hayes Associates, Inc.

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
AB	Assembly Bill
ATP	Active Transportation Plan
BRT	bus rapid transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CPA	Community Plan Area
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GHG	greenhouse gases
I-	Interstate
LA	Los Angeles
LADWP	Los Angeles Department of Water and Power
LAUS	Los Angeles Union Station
LAX	Los Angeles International Airport
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
maglev	magnetic levitation
Metro	Los Angeles County Metropolitan Transportation Authority
MP 2035	Mobility Plan 2035
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PEROW	Pacific Electric Right-of-Way
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy

Acronym	Definition
SB	Senate Bill
SCAG	Southern California Association of Governments
SR	State Route
TCE	Temporary Construction Easement
TDM	Transportation Demand Management
TOC	transit-oriented communities
TOD	transit-oriented development
TPSS	traction power substations
UPRR	Union Pacific Railroad
USACE	United States 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 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 2018a). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved 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 General Background

The LPA is 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 identified as Florence-Graham by the U.S. Census Bureau. Although the names are different, the communities are one and the same.

Land use patterns influence the character and function of a community and are described through the characterization of existing land use, zoning, and General Plan land use designations. Existing land uses represent uses that currently exist in an area, and zoning represents specific land uses that are permitted within specific areas based on the zoning ordinance of each jurisdiction. The General Plan land use designations of a property represent the types of land uses established by each jurisdiction within its area. Zoning is used to implement General Plan land use designations, as well as the General Plan goals and policies.

Each jurisdiction has different ways of classifying land use, and some jurisdictions have more detailed classifications than other jurisdictions. For example, one jurisdiction may classify residential land use as low-density residential, medium density residential, and high density residential; while another jurisdiction may classify similar types of residential land use as agricultural residential, single-family residential, low-density multi-family residential, medium density multi-family residential, and high density multi-family residential. Despite the differences among each jurisdiction, traditional land use classifications are generally broken down into the following categories: residential, commercial, industrial or manufacturing, open space, and institutional/public facilities. Since jurisdictions within the Affected Area have various ways of classifying land use, this Impact Analysis Report generalizes the land use types into the above five categories.

This Impact Analysis Report discusses the regulatory framework associated with land use; discusses the existing land uses directly adjacent (approximately 50 feet) to the alignment, stations, parking facilities, and MSF site options; and evaluates potential land use effects of the Project by examining the Project's compatibility with existing land uses and consistency with applicable plans and policies.

1.5 Methodology

The impact analysis for land use is based on an inventory of existing land uses adjacent to the LPA and an evaluation of regional and local plans and policies. The alignment is located through or along the boundaries of 12 local jurisdictions. Specific to the land use impact analysis, the Affected Area is defined as the adjacent area within approximately 50 feet of the LPA, including the alignment, stations, parking facilities, traction power substations (TPSS), and MSF. This distance was selected because land use compatibility is assessed at the uses immediately adjacent to the project components where direct effects could occur. Land uses in the surrounding area (i.e., within 0.25 miles of the alignment and within 0.5 mile of the stations) are catalogued to provide an overall context of the types of land uses surrounding the Affected Area.

To satisfy NEPA requirements, significance of a potential effect is determined by considering the "context" (i.e., geographic, biophysical, and social context the effects would occur) and "intensity" (i.e., the severity of the impact, including beneficial and adverse) of the impacts to the environment. Potential adverse effects would occur if Project implementation would result in incompatible land uses or conflict with applicable land use plans, policies, or regulations. Potential land use effects of the LPA are evaluated by examining the LPA's compatibility with existing land uses within the Affected Area and the LPA's consistency with applicable goals, objectives, and policies of adopted plans and programs of the regional and local jurisdictions in which the LPA is located. Discussion of possible future land use changes in the station areas related to transit-oriented development (TOD) is presented in the *West Santa Ana Branch Transit Corridor Project Final Cumulative Impact Analysis Report* (Metro 2024a) and the *West Santa Ana Branch Transit Corridor Project Final Growth-Inducing Impact Analysis Report* (Metro 2024b).

To satisfy CEQA requirements, land use impacts are analyzed in accordance with the *CEQA Guidelines* and considered significant if the LPA has the potential to:

- Physically divide an established community
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

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[2] 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 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[3] accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW[4] (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 pedestrian bridge between the Paramount High School campuses 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.

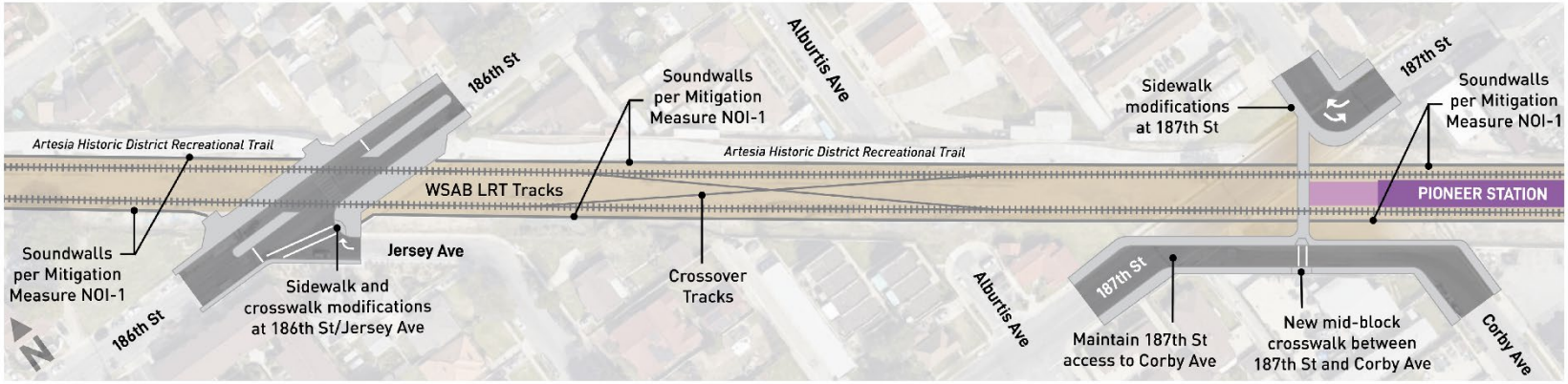
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street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

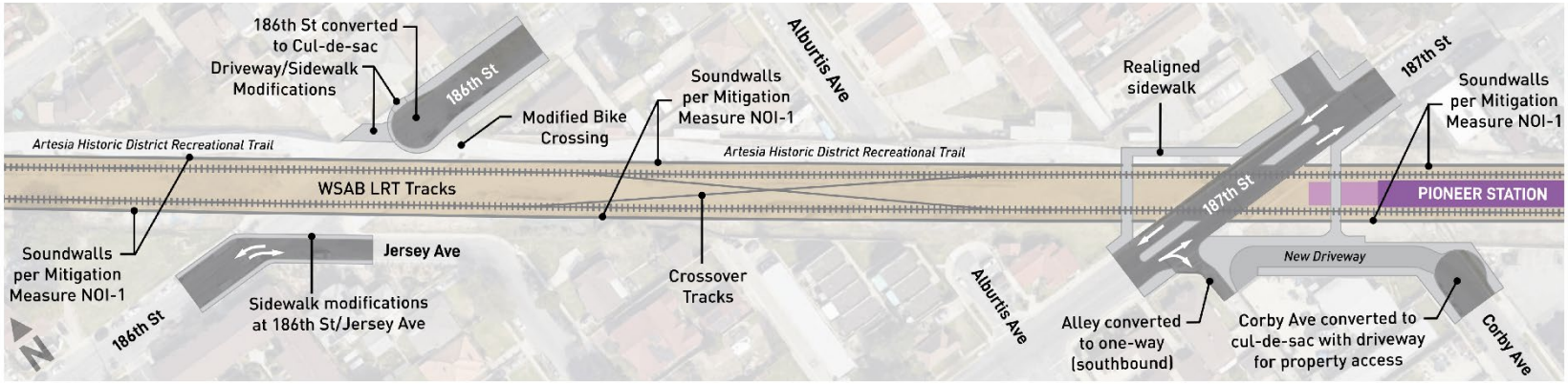
The LPA includes one design option:

- **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 plans and regulations related to land use and identifies future development projects and plans in the vicinity of the LPA. A non-exhaustive list of the plans, development projects, and future transportation projects that may affect or be affected by the LPA is provided. A discussion of the LPA's consistency with the applicable goals, objectives, and policies included in the plans and regulations is provided in Section 5.

Federal

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

State

- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375, Chapter 728)
- California Planning and Zoning Law

Regional

- SCAG 2016-2040 RTP/SCS
- SCAG 2020-2040 RTP/SCS (Connect SoCal)
- Metro Moving Beyond Sustainability Plan
- Metro Countywide Sustainability Planning Policy & Implementation Plan
- Metro Active Transportation Strategic Plan
- Metro 2009 LRTP
- Metro 2020 LRTP
- Metro Sustainable Rail Plan
- Metro Complete Streets Policy
- Metro First/Last Mile Strategic Plan
- Metro Transit-Oriented Communities Policy
- Metro Transit-Oriented Communities Policy Implementation Plan

Local

- City of Los Angeles General Plan
- City of Los Angeles General Plan Framework Element
- City of Los Angeles Mobility Plan 2035 (MP 2035)
- City of Los Angeles General Plan Land Use Element (Southeast Los Angeles Community Plan)
- City of Los Angeles Land Use/Transportation Policy
- Los Angeles County General Plan 2035
- Los Angeles County General Plan Land Use Element
- Los Angeles County General Plan Mobility Element
- Los Angeles County Green Zones Ordinance
- Florence-Firestone Community Plan, Los Angeles County
- Florence-Firestone Community Standards District
- City of Huntington Park General Plan
- City of Vernon 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 Firestone and Atlantic Station Area Plan
- City of South Gate Hollydale Village Specific Plan
- City of Downey Vision 2025
- City of Downey Rancho Los Amigos Specific Plan
- City of Paramount General Plan
- City of Bellflower General Plan: 1995-2010
- Downtown Bellflower Transit-Oriented Development Specific Plan
- City of Cerritos General Plan
- City of Artesia General Plan 2030
- Bicycle Master Plans

Future Planning and Projects in the Vicinity of the LPA

- Metro TOD Planning Grant Program
- Metro Active Rail to River Transportation Corridor Project
- Metro I-710 Corridor Bike Path Project
- Metro Rio Hondo Confluence Station Feasibility Study
- Los Angeles County Rancho Los Amigos Redevelopment Project
- City of Bellflower Downtown Station Area Specific Plan
- City of South Gate Gateway District Specific Plan

3.1 Federal

There are no applicable federal plans, policies, or regulations in regard to land use. However, the LPA will traverse the LA River, Rio Hondo Channel, and San Gabriel River. Structural features, such as permanent piers and debris walls, will be considered permanent "fill" and will require permits and/or approval from various federal, state, and regional agencies, including the U.S. Army Corps of Engineers (USACE). Further details regarding jurisdictional resources and permitting is provided in the *West Santa Ana Branch Transit Corridor Project Final Biological Resources Impact Analysis Report* (Metro 2024c). Section 5.5 and Section 7.4 of this impact report also discuss potential impacts to USACE facilities as it relates to land use impacts.

3.2 State

3.2.1 Sustainable Communities and Climate Protection Act of 2008 (SB 375, Chapter 728)

SB 375, Chapter 728 requires regional planning agencies in California to develop regional land use plans (called Sustainable Community Strategies [SCS]) as an integral part of their regional transportation plan (RTP) aimed at lowering greenhouse gas (GHG) emissions by reducing sprawl, co-locating uses to shorten necessary trips (e.g., home to work, home to store, etc.) and by coordinating land use and transportation/transit planning. Coordination is enforced by requiring transportation planning projects to comply with the SCS to receive state funding. SB 375 also allows projects that meet regional sustainable community strategies to qualify for CEQA exemptions or streamlining.

3.2.2 California Planning and Zoning Law

California State Planning and Zoning Law (California Government Code Sections 65000 to 66210) delegates most of the state's local land use and development decisions to cities and counties. It describes laws pertaining to land use regulations by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. Relevant general plans are described in Section 3.4.

3.3 Regional

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

The 2016-2040 RTP/SCS (SCAG 2016), adopted in April 2016, presents the transportation and overall land use vision for the SCAG six-county region. 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 so that future projects are consistent with other planning goals for the area. The 2016-2040 RTP/SCS also presents an overall land use concept for the region with increasing focus on long-term emission reduction strategies for rail and trucks; expanding the region's high-speed, commuter rail systems, and active transportation; leveraging technological advances for transportation; addressing further regional reductions in GHG emissions; and making the region more resilient to climate change. Federally funded transportation projects to be constructed within the SCAG region must be listed in the 2016-2040 RTP/SCS.

3.3.2 SCAG 2020-2040 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

The 2020-2040 RTP/SCS (Connect SoCal), adopted in September 2020, is an update to the 2016-2040 RTP/SCS. It builds upon and expands the land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The core vision of Connect SoCal centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The core vision includes sustainable development, system preservation and resilience, demand and system management, transit backbone, complete streets, and goods movement.

The *West Santa Ana Branch Transit Corridor Project Final RTP/SCS Study* (Metro 2023) was prepared to evaluate whether an update to Connect SoCal would render any of the impact analyses or conclusions from the Draft EIS/EIR or corresponding technical studies inaccurate. The study determined that the Connect SoCal guiding policies would follow the same underlying principles outlined in the 2016–2040 RTP/SCS policies. The conclusions of the impact analyses would not change when relying on the regional growth forecasts incorporated into Connect SoCal relative to what was disclosed in the Draft EIS/EIR. The LPA will be consistent with Connect SoCal, which builds upon the 2016-2040 RTP/SCS and aims to increase the availability and use of public transit and to encourage housing and jobs near transit.

3.3.3 Metro Moving Beyond Sustainability Plan

Metro's Moving Beyond Sustainability Plan (Metro 2020) outlines a comprehensive sustainability strategy to make Metro facilities greener, reduce air pollution and trash from construction, and reduce smog and greenhouse gases across LA County. The Plan includes goals to transition the bus fleet from compressed natural buses to a 100 percent electric bus fleet by 2030, tripling Metro's on-site renewable energy generation by 2030, reducing total greenhouse gas emissions by 79 percent, and reducing total nitrogen oxides emissions by 54 percent.

3.3.4 Metro Countywide Sustainability Planning Policy & Implementation Plan

The *Metro Countywide Sustainability Planning Policy & Implementation Plan* (Metro 2012), adopted in December 2012, provides leadership for the implementation of a regional transportation system that supports mobility, a cleaner environment, and a thriving economy. The Plan is intended to define outcomes and establish measurements related to developing a Sustainable Regional Transportation System and also broadens Metro's approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. The Plan also more fully embraces the social and economic dimensions of sustainability.

3.3.5 Metro Active Transportation Strategic Plan

The *Metro Active Transportation Strategic Plan* (Metro 2016) adopted in May 2016, is a countywide effort by Metro to identify strategies to increase walking, bicycling, and transit use in LA County. The Plan serves as Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in LA County. The Plan also focuses on improving first- and last-mile access to transit; proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways; and provides funding strategies.

3.3.6 Metro 2009 Long Range Transportation Plan

The *Metro 2009 LRTP* (Metro 2009), adopted in 2009, is the guiding policy behind funding decisions on subsequent transportation projects and programs in LA County. Major capital projects and programs that are identified in the 2009 LRTP have priority for future programming of funds. Metro's long-range priorities are also included in SCAG's LRTP, ensuring that Metro transportation priorities are eligible for federal funding.

3.3.7 Metro 2020 Long Range Transportation Plan

The *Metro 2020 LRTP* (Metro 2020j) is an update to the 2009 LRTP. It provides the funding plan and policies for LA County to be environmentally and economically sustainable while reducing congestion. It includes all major transit and highway projects with committed funding or partially committed funding (including Measure M), existing programs and policies, and new policies and initiatives. The 2020 LRTP serves as a blueprint for how Metro will allocate anticipated revenues in the coming decades to operate and maintain the current and planned systems, and identify new projects, programs, or initiatives.

3.3.8 Metro Sustainable Rail Plan

The *Metro Sustainable Rail Plan* (Metro 2013), adopted in May 2013, examines and provides strategies to reduce energy consumption from rail operations that account for the majority of Metro's electricity use. The Plan also provides an analysis of the costs and potential energy savings for many of these strategies. This Plan supports the implementation of Metro's *Energy Conservation and Management Plan* (Metro 2011), which presents a strategic framework to guide sustainable, cost-effective, and efficient energy use throughout Metro's operations and facilities.

3.3.9 Metro Complete Streets Policy

The State of California enacted the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358), which requires cities or counties that make substantive revisions to the circulation elements of their general plans to identify how they will provide for the mobility needs of all users of the roadway. In response to AB 1358, Metro developed the *Complete Streets Policy* (Metro 2014a) to help advance state, regional, and local efforts to create a more "complete" and integrated transportation network that serves all users and supports environmental sustainability. The Policy demonstrates Metro's ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. This Policy also advances the vision provided in Metro's *Countywide Sustainability Planning Policy and Implementation Plan* (Metro 2012) and the Metro Board's Active Transportation Agenda.

3.3.10 Metro First/Last Mile Strategic Plan

The *Metro First/Last Mile Strategic Plan* (Metro 2014b) is an approach for identifying barriers and planning and implementing improvements for the first- and last-mile portions of an individual's journey. The Plan provides an adaptable vision for addressing first- and last-mile improvements in a systematic way and coordinating infrastructure investments in station areas to extend the reach of transit with the ultimate goal of increasing ridership.

3.3.11 Metro Transit-Oriented Communities Policy

The *Metro Transit-Oriented Communities Policy* (Metro 2018b), adopted in June 2018, sets the direction for how Metro plans and implements new and existing transit corridor projects, for supporting land use and community development around existing transit corridors, and for encouraging and incentivizing partners to pursue the same goals. Specific goals of the Policy include increasing transportation ridership and choice; stabilizing and enhancing communities surrounding transit; engaging organizations, jurisdictions, and the public; distributing transit benefits to all; and capturing value created by transit. Under this Policy, Metro can only fund activities deemed to have a transportation purpose. If that transportation purpose is not otherwise explicitly defined in existing Metro policies or guidelines, the Metro Board of Directors must make a finding that the activity has a transportation nexus.

3.3.12 Metro Transit-Oriented Communities Policy Implementation Plan

The *Metro Transit-Oriented Communities Policy Implementation Plan* (Metro 2020h) was adopted by the Metro Board in 2020 and established a series of actions for Metro to implement directly, or through partnership with others, to realize equitable transit-oriented communities (TOC). The Implementation Plan is based on four initiatives: creating TOC

corridor baseline assessments for Metro transit corridors, continually improving Metro TOC programmatic areas, enhancing Metro's internal coordination, and strengthening coordination and collaboration with Metro's partner.

3.4 Local

3.4.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* (City of Los Angeles 2001) provides community development goals and policies relative to the distribution of land use. The city's General Plan includes the Framework Element, Plan for a Healthy Los Angeles – Health and Wellness Element, Housing Element, Mobility Element (i.e., MP 2035), Land Use Element, Noise Element, Air Quality Element, Conservation Element, Open Space Element, Safety Element, and Service Systems Element/Public Recreation Plan. These elements provide long-range citywide policy and direction, taking into account citywide goals and needs.

3.4.1.1 City of Los Angeles General Plan Framework Element

The Citywide General Plan Framework Element (City of Los Angeles 2001), adopted in December 1996 and amended in August 2001, establishes the broad overall policy and direction for the entire city's General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the *General Plan's* other elements. *The Citywide General Plan Framework Element's* "smart growth" strategy generally seeks to accommodate growth near transit and other existing infrastructure to ensure a sustainable, economically viable future for the City of Los Angeles. *The Citywide General Plan Framework Element's* transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Together, *The Citywide General Plan Framework Element's* land use and transportation policies encourage development in these "targeted growth areas" by allowing TOD and calling for streamlined transportation analysis and mitigation procedures.

3.4.1.2 City of Los Angeles Mobility Plan 2035

The MP 2035 (City of Los Angeles 2016), adopted in September 2016, is the City of Los Angeles General Plan transportation element. The MP 2035 presents a guide to the development of a citywide transportation system that provides for the efficient movement of people and goods. MP 2035 recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit.

3.4.1.3 City of Los Angeles General Plan Land Use Element

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 transit demand management strategies, developing active transportation options, and coordinating activities with other jurisdictions. The LPA traverses through the Southeast Los Angeles CPA.

Southeast Los Angeles Community Plan, City of Los Angeles

The Southeast Los Angeles CPA is located approximately two miles southeast of downtown Los Angeles and is bounded by the I-10 freeway to the north, Figueroa Street and Broadway to the west, I-105 freeway and 120th Street to the south, and the Alameda Corridor to the east. The *Southeast Los Angeles Community Plan* (City of Los Angeles 2017), adopted on November 22, 2017, focuses on establishing transit-oriented district plans along the existing Metro Blue, Green, and Expo Lines and major bus lines. The Community Plan targets development around areas with easy access to major public transit. The Community Plan also include policies that aim to revitalize commercial and industrial corridors, promote land uses that support community needs, protect residential neighborhoods from encroachment by industrial and other incompatible land use, preserve viable industrial land for emerging job-generating uses, preserve residential neighborhoods and increase housing opportunities, and create a healthy and sustainable community.

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), adopted in November 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.

3.4.3 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County 2015), adopted in October 2015, provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow. The General Plan establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The *Los Angeles County General Plan 2035* includes the Land Use Element, Mobility Element, Air Quality Element, Conservation and Natural Resources Element, Parks and Recreation Element, Noise Element, Safety Element, Public Services and Facilities Element, Economic Development Element, and Housing Element.

The General Plan identifies 11 planning areas, making up the Planning Areas Framework, which provides a mechanism for local communities to work with the county to develop plans that respond to their unique and diverse character. The LPA will traverse through the unincorporated Florence-Firestone community of LA County, which is located in the Metro Planning Area.

3.4.3.1 Los Angeles County General Plan Land Use Element

The *Los Angeles County General Plan Land Use Element* (Part II, Chapter 6 of the *Los Angeles County General Plan*) provides strategies and planning tools to facilitate and guide future development and revitalization efforts. The Land Use Element designates the proposed general distribution and general location and extent of uses and serves as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated areas. The Land Use Element identifies TODs as areas within a 0.5-mile radius from a major transit stop. In these areas, the county created development and design standards, as well as incentives, to facilitate TODs. The Slauson/A Line Station is within the Slauson Station TOD.

3.4.3.2 Los Angeles County General Plan Mobility Element

The *Los Angeles County General Plan Mobility Element* (Part II, Chapter 7 of the *Los Angeles County General Plan*) provides policies and programs that consider all modes of travel, with the goal of making streets safer, accessible, and more convenient to walk, ride a bicycle, or take transit. The Mobility Element also assesses the challenges and constraints of the LA County transportation system and offers policy guidance to reach the county's long-term mobility goals.

3.4.3.3 Los Angeles County Green Zones Ordinance

The Los Angeles County Green Zones Ordinance seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden and establish countywide standards for recycling and waste management. The Green Zones Program will address environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses. The Green Zones Program does not fund or result in construction or physical development or increased density, beyond that allowed by the adopted Los Angeles County General Plan 2035. Green Zones Program goals and policies are identified in the Land Use and Economic Development Elements of the *Los Angeles County General Plan 2035*. The Board of Supervisors adopted and certified the Final EIR for the Green Zones Program in June 2022. The Green Zone Ordinance is applicable to the unincorporated Florence-Firestone community in addition to several other identified Green Zone Districts in Los Angeles County. The Green Zones Implementation Guide was published by the Department of Regional Planning in July 2022 (LA County 2022).

3.4.3.4 Florence-Firestone Community Plan, Los Angeles County

The *Florence-Firestone Community Plan* (LA County 2019a) guides the future development, conservation, and maintenance of the Florence-Firestone community. The Community Plan articulates a vision and provides goals and policies to guide land use decisions made by property owners, developers, planners, businesses, agencies, and others toward that vision. The *Florence-Firestone Community Plan* provides goals and policies related to connectivity, including rail connectivity and bus services, transit opportunities, and active transportation. The Board of Supervisors adopted the Community Plan on September 3, 2019.

3.4.4 Florence-Firestone Community Standards District

The Los Angeles County Community Standards Districts supplements the countywide zoning and subdivision regulations. The districts were established to provide a means of implementing supplemental development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas of LA County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of LA County.

The portion of the LPA that is within Los Angeles County is part of the Florence-Firestone Community Standards District (LA County Code of Ordinances Chapter 22.324), which contains regulations that are applicable to the LPA. The Florence-Firestone Community Standards District was established to improve the appearance of the community and to promote the maintenance of structures and surrounding properties. The Florence-Firestone

Community Standards District also establishes standards to improve the compatibility between residential uses and neighboring industrial uses.

3.4.5 City of Huntington Park General Plan

The *City of Huntington Park General Plan* (City of Huntington Park 1991), adopted in February 1991 and amended in 1996, includes the Land Use, Circulation, Open Space and Conservation, Safety, Noise, Public Facilities, and Urban Design Elements. The existing Circulation Element identifies improvements in regional transit services as an important element in providing alternatives to single-occupant automobile travel. The city was awarded a Metro TOD Planning Grant in 2013 and is in the process of updating its General Plan—the *City of Huntington Park 2030 General Plan*. The updated General Plan will focus on updating the Land Use, Circulation, and Housing Elements.

3.4.6 City of Vernon General Plan

The *City of Vernon General Plan* (City of Vernon 2013), adopted in December 2007 and last amended in February 2013, includes the Land Use Element, Circulation and Infrastructure Element, Housing Element, Safety Element, Resources Element, and Noise Element. The key policy objective is to remain almost exclusively an industrial city. In recognizing the status as an exclusively industrial city, the General Plan Land Use Element contains one land use category (Industrial) and five Overlay Districts (Commercial, Rendering, Slaughtering, Housing, and Emergency Shelter).

3.4.7 City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* (City of Bell 2018), adopted in May 2018, includes the Land Use and Sustainability, Resource Management, Health and Safety, Mobility and Circulation, and Housing Elements. The General Plan includes policies that promote and improve transportation and circulation in the city, such as by participating in regional transportation planning efforts.

3.4.8 City of Cudahy 2040 General Plan

The *Cudahy 2040 General Plan* (City of Cudahy 2018), adopted in March 2018, includes the Land Use, Housing, Circulation, Open Space and Conservation, Economic Development, Safety, Air Quality, and Noise Elements. The General Plan includes goals and policies that encourage active transportation and promote the use of alternative forms of transportation.

3.4.9 City of South Gate General Plan 2035

The *City of South Gate General Plan 2035* (City of South Gate 2009), adopted in December 2009, includes the Community Design, Mobility, Economic, Green City, Healthy Community, Public Facilities and Services, and Noise Elements. The Mobility Element identifies a possible multi-modal transit station with bus transit service and associated TOD at the intersection of Atlantic Avenue/Firestone Boulevard.

3.4.10 City of South Gate Gateway District Specific Plan (Public Draft)

The City of South Gate has prepared a *Gateway District Specific Plan (Public Draft)* (City of South Gate 2019), that defines goals for a livable, vibrant, and pedestrian-friendly area, while alleviating transit traffic on Firestone Boulevard and Atlantic Avenue. The *Draft Gateway District Specific Plan* would guide the future redevelopment of a model mixed-use, pedestrian- and transit-oriented community centered on the future Firestone Station in the

District. This Plan is intended as a tool for city staff, decision makers, developers, and property owners, and provides policies to guide development and encourage desired patterns of activity, land uses, and development types, as well as to promote TODs. It outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment into the district to create a model, mixed-use TOD surrounding the future station at Firestone Boulevard and Atlantic Avenue.

The Gateway District is approximately 59 acres, bound by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

3.4.11 City of South Gate Firestone and Atlantic Station Area Plan

The *City of South Gate Firestone and Atlantic Station Area Plan* (SCAG 2013b), completed in March 2013, established a preferred alternative scenario design concept for the Firestone and Atlantic Station in the City of South Gate. This Plan, which was funded by the SCAG Compass Blueprint program, creates a vision to accommodate and leverage the benefits of the LPA along the San Pedro Subdivision in the city.

3.4.12 City of South Gate Hollydale Village Specific Plan

The *Hollydale Village Specific Plan* (City of South Gate 2017), adopted in June 2017, is a city-initiated plan to demonstrate a clear vision for Hollydale with the anticipated arrival of the LPA and Gardendale and I-105/C Line Stations. The *Hollydale Village Specific Plan* provides policies, development and design standards, and design guidelines to guide land use decisions, infrastructure improvements, design, and economic development activities in the Specific Plan area. The 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.

The Hollydale Village area is located in the southeastern portion of the City of South Gate and is separated from the rest of the city by the I-710 Freeway and the LA River. The Hollydale Village area is just over 325 acres in size and is bisected by the San Pedro Subdivision ROW.

3.4.13 City of Downey Vision 2025 General Plan

Downey Vision 2025 (City of Downey 2005), adopted in January 2005, includes the Land Use, Circulation, Housing, Conservation, Safety, Noise, Open Space, Design, and Economic Development Elements. The General Plan serves as a guide to the long-term physical development and growth of the community. The Plan identifies issues confronting the community and outlines the long-term goals to address them through policies and programs as steps to accomplish the goals of the Plan.

3.4.14 City of Downey Rancho Business Center Specific Plan

The *Rancho Business Center Specific Plan* (City of Downey 1989), adopted in February 1989, guides the planning and development of a 120.9-acre planning area on the Rancho Los Amigos property. The specific plan supplements provisions of the city's General Plan and municipal code, providing a comprehensive framework for future development of a business park that would include light industrial development. The specific plan area is generally

bounded by Amigos Avenue to the north, residential properties to the east, and the South Gate/Downey city boundaries to the south and west. The San Pedro Subdivision ROW traverses through the southwesterly portion of this specific plan area.

3.4.15 City of Paramount General Plan

The *City of Paramount General Plan* (City of Paramount 2007), adopted in August 2007, includes the Land Use, Transportation, Resource Management, Health and Safety, Economic Development, Public Facilities, and Implementation Elements. The Mobility Element includes policies that promote the use of alternative forms of transportation.

The city's General Plan established six Area Plans for key neighborhoods and districts in the city: Central Business District, Central Industrial District, Clearwater East, Clearwater North & Howe/Orizaba, Clearwater West, and Somerset Ranch Area Plans. The city's General Plan and Zoning Code provide specific land use policies and regulations for these Area Plans. These Area Plans are generally targeted for special revitalization and redevelopment efforts. The LPA is located within the Clearwater East and Somerset Ranch Area Plans.

3.4.16 City of Bellflower General Plan: 1995-2010

The *City of Bellflower General Plan: 1995-2010* (City of Bellflower 1994), adopted in December 1994, includes the Land Use, Circulation, Housing, Conservation, Noise, Safety, and Open Space/Recreation Elements. The General Plan establishes goals, policies, and implementation programs to accomplish goals of the plan. No updates to the General Plan are currently underway.

3.4.17 Downtown Bellflower Transit-Oriented Development Specific Plan

The *Downtown Bellflower Transit-Oriented Development Specific Plan* (City of Bellflower 2019), adopted in October 2019, guides the future land use, mobility, and economic development in the specific plan area to be transit supportive. The specific plan is intended to provide a regulatory framework for the downtown Bellflower area that includes customized land uses and development standards, provides expanded multi-modal transportation choices, and identifies locations for future development potential. The specific plan serves as the zoning for the downtown Bellflower area and establishes policy guidance for land uses, development standards, and design guidelines. The Specific Plan area generally covers a half-mile radius around the Bellflower Station associated with the LPA and includes much of the area between Alondra Boulevard on the north, Flower Street on the south, Clark Avenue on the west, and Woodruff Avenue on the east, in addition to areas on each side of Bellflower Boulevard to Jefferson Street to the north and Park Street to the south.

3.4.18 City of Cerritos General Plan

The *City of Cerritos General Plan* (City of Cerritos 2004), adopted in January 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. The *City of Cerritos General Plan* is comprehensive and long-term, and provides the primary guidance for specific projects, policy actions, or programs that may occur in the future. The *City of Cerritos General Plan* contains the Land Use, Community Design, Circulation, Housing, Safety, Conservation, Open Space/Recreation, Air Quality, Noise, and Growth Management Elements.

3.4.19 City of Artesia General Plan 2030

The *City of Artesia General Plan 2030* (City of Artesia 2010) is designed to guide growth and development of the city through 2030. The General Plan includes the Community and Design, Community Resources and Wellness, Community Culture and Economy, and Sustainability Elements. Each of the General Plan elements contains sub-elements. The Community Development and Design Element identifies land use constraints and opportunities and attempts to balance growth in the city. It sets forth a pattern of land use and sets standards for the density of population and the intensity of development based on the availability of public services and infrastructure.

3.4.20 Bicycle Master Plans

The LPA will go through several jurisdictions with bicycle networks. The bicycle master plan for each jurisdiction guides the development of a bicycle network in that jurisdiction. The following adopted bicycle master plans have been identified in the affected jurisdictions:

- City of Los Angeles 2010 Bicycle Master Plan
- County of Los Angeles 2012 Bicycle Master Plan
- City of Huntington Park Bicycle Transportation Master Plan
- City of Vernon Bicycle Master Plan
- City of South Gate Bicycle Transportation Plan
- City of Bell Bicycle Master Plan
- City of Downey Bicycle Master Plan
- Bellflower-Paramount Active Transportation Plan

3.5 Future Planning and Projects in the Vicinity of the Locally Preferred Alternative

Several ongoing and future transit- and transportation-related projects and programs will be located in the vicinity of the LPA that may complement the overall Metro transit network. The following is a list of currently known major projects relevant to the LPA.

3.5.1 Metro TOD Planning Grant Program

Metro's TOD Planning Grant Program is designed to spur the adoption of local land use regulations that are supportive of TODs in LA County. Objectives of the TOD Planning Grant Program are to increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks; improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines; further the reduction of GHG through encouraging infill development along transit corridors and transit use; and support and implement sustainable development principles.

Under this grant program, the following cities have been awarded funding for the preparation and adoption of the TOD-related plans. The Plans are in different stages of preparation.

- City of Artesia — TOD Strategic Implementation Plan, TOD Specific Plan, Overlay Zone, and General Plan amendment surrounding the Pioneer Station
- City of Bellflower — TOD Specific Plan surrounding the Bellflower Station
- City of Downey — TOD Specific Plan surrounding the Gardendale Station
- City of Huntington Park — Focused General Plan Update

3.5.2 Metro Active Rail to Rail/River Transportation Corridor Project

The Metro Active Rail to Rail/River Transportation Corridor Project would provide a multi-purpose transportation corridor for pedestrians and bicyclists that would help connect local residents and workers to transit, jobs, schools, shopping districts, and parks. The Rail to Rail/River Transportation Corridor measures approximately 10.6 miles and is comprised of two segments that are each in a different phase of development. Segment A (referred to as "Rail to Rail") connects the Metro K (Crenshaw/LAX) Line Fairview Heights Station to the Metro A Line Slauson Station and follows Metro-owned ROW through the City of Los Angeles. Rail to Rail groundbreaking occurred in 2022 and is scheduled to open to the public in 2024. Segment B (referred to as "Rail to River") extends the project an additional 4.3 miles eastward from the Metro A Line to the LA River along Randolph Street and traverses the Cities of Huntington Park, Vernon, Maywood, Bell, and parts of unincorporated LA County. In 2017, Segment B of the Rail to River Project selected Randolph Street as the locally preferred alternative; however, the WSAB Project is also planned for Randolph Street and technical analyses determined that the existing right-of-way could not accommodate both projects. The *Rail to River Segment B Supplemental Alternative Analysis* (Metro 2022a) was prepared to re-evaluate alternatives for the project. According to the study, two conditions were identified for Segment B: an interim condition, comprised of Class II bike lanes between Holmes Avenue and State Street that would be implemented prior to the construction of the WSAB Project and a final condition that would be implemented when construction of the WSAB Project construction begins. The interim condition would be constructed using quick-build materials to reduce the existing typical four-lane road to one lane in each direction. The final condition for the Randolph corridor between Holmes Avenue and State Street would include a Class III bicycle boulevard (shared lanes). Additional information is provided in the *Rail to River Segment B Supplemental Alternative Analysis* (Metro 2022a).

3.5.3 Metro I-710 Corridor Bike Path Project

The Metro I-710 Corridor Bike Path Project includes three proposed bike paths to serve bicyclists, pedestrians, and transit users of the Metro's A (Blue) and C (Green) Line. These three proposed bike paths include the Western Levee Bike Path, the Compton Boulevard Bike Path, and the Terminal Island to Rio Hondo Bike Path. The project would also improve the existing bike path on the LA River. The Terminal Island to the Rio Hondo Bike Trail at Garfield Avenue in the City of South Gate segment would be located in proximity to the Project. To date, Metro has completed the conceptual and planning work and has funding to complete the environmental process; however, funding for construction is not currently available.

3.5.4 Metro Rio Hondo Confluence Station Feasibility Study

The Metro *Rio Hondo Confluence Station Feasibility Study* (Metro 2022b) was completed in August 2022 at the request of the Metro Board (Board Report File No. 2018-0773). The study evaluated the feasibility of a potential Rio Hondo Confluence Station along the LPA and analyzed the potential benefits and challenges of two station options to the Metro system and the surrounding community near the Rio Hondo Channel and the Los Angeles River confluence area. The confluence station would be located at the confluence of the Los Angeles River and Rio Hondo River channels in the City of South Gate. Several related projects, including new public open space and recreational uses, are planned within the confluence area. A potential station in the confluence area would provide equitable access to these recreational facilities for local residents and visitors and would connect the community to the regional Metro rail transit network. The design of the LPA accommodates this potential infill station.

3.5.5 Los Angeles County Rancho Los Amigos Redevelopment Project

The LA County Rancho Los Amigos Redevelopment Project is a 70-acre development project that would consist of a 15-acre regional sports complex, a Sherriff's Department crime lab, and headquarters for LA County Probation and Internal Services departments. The Gardendale Station will be located directly west of this project. The Rancho Los Amigos South Campus was awarded a Metro TOD Grant in 2016 for a Specific Plan. The Specific Plan area is an approximately 174-acre area located in the southwest corner of the city of Downey. The redevelopment project area is bordered by the City of South Gate on the west and south sides. The TOD Grant would enable the City of Downey to prepare regulatory documents that support transit-oriented development. The grant would enable the preparation of a new Specific Plan for the Rancho Los Amigos South Campus and related environmental clearance to be adopted and would create TOD standards for future development surrounding the station. On June 23, 2020, the LA County Board of Supervisors voted to certify the Final EIR for the project. On October 1, 2021, the City of Downey certified the specific plan that reaffirms LA County's proposed demolition of the property.

3.5.6 City of Bellflower Downtown Station Area Specific Plan

The City of Bellflower was awarded a Metro TOD Grant in 2015 for a Specific Plan. The Specific Plan area is approximately 400 acres and is bounded by Alondra Boulevard on the north, Woodruff Avenue on the east, Flower Street on the south, and Clark Avenue on the west. The TOD Grant would allow for the adoption of regulatory changes that support transit-oriented development by creating a new Specific Plan for the Bellflower Station and related environmental documentation. See Section 3.4.17 for additional information on the Downtown Bellflower Transit-Oriented Development Specific Plan.

3.5.7 City of South Gate Gateway District Specific Plan

The South Gate Gateway District Specific Plan area is approximately 59 acres and is bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south. The purpose of the plan is to guide the future redevelopment of a mixed-use, pedestrian-, and transit-oriented community centered on the future LPA station in the Gateway District. See Section 3.4.10 for additional information on this specific plan.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

4.1 Existing Land Use Conditions

4.1.1 General Corridor-wide Land Use

The LPA corridor consists of a variety of urban and suburban land uses, including public facilities, commercial (offices and retail), industrial, and residential (single- and multi-family) uses. Land uses can generally be characterized as suburban. Land uses surrounding the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW have historically been developed around the rail ROWs. The rail ROWs north of Somerset Boulevard currently contain active freight and physically separate the neighborhoods and communities within the Affected Area. The following discussion of land uses in the Affected Area is generalized and is not described on a parcel-by-parcel basis.

Table 4.1 provides the land use distribution of the Affected Area (i.e., 50 feet adjacent of the alignment and stations) and the surrounding area (within 0.25 mile of the alignment and 0.5 mile of the stations) for the LPA. Figure 4-1 through Figure 4-4 provide an overall context of the land uses surrounding the Affected Area.

Table 4.1. Existing Land Use Distribution Surrounding the LPA

Land Use	Percent of Land Use (%) [1]	
	Affected Area [2]	Surrounding Area [3]
Agriculture	2.1	0.2
Commercial	6.3	8.3
Industrial	32.2	15.3
Institutional/ Public Facilities	17.5	6.0
Open Space/ Recreational Facilities	10.0	3.1
Residential	24.3	64.4
River	3.2	0.8
Vacant	4.4	1.8

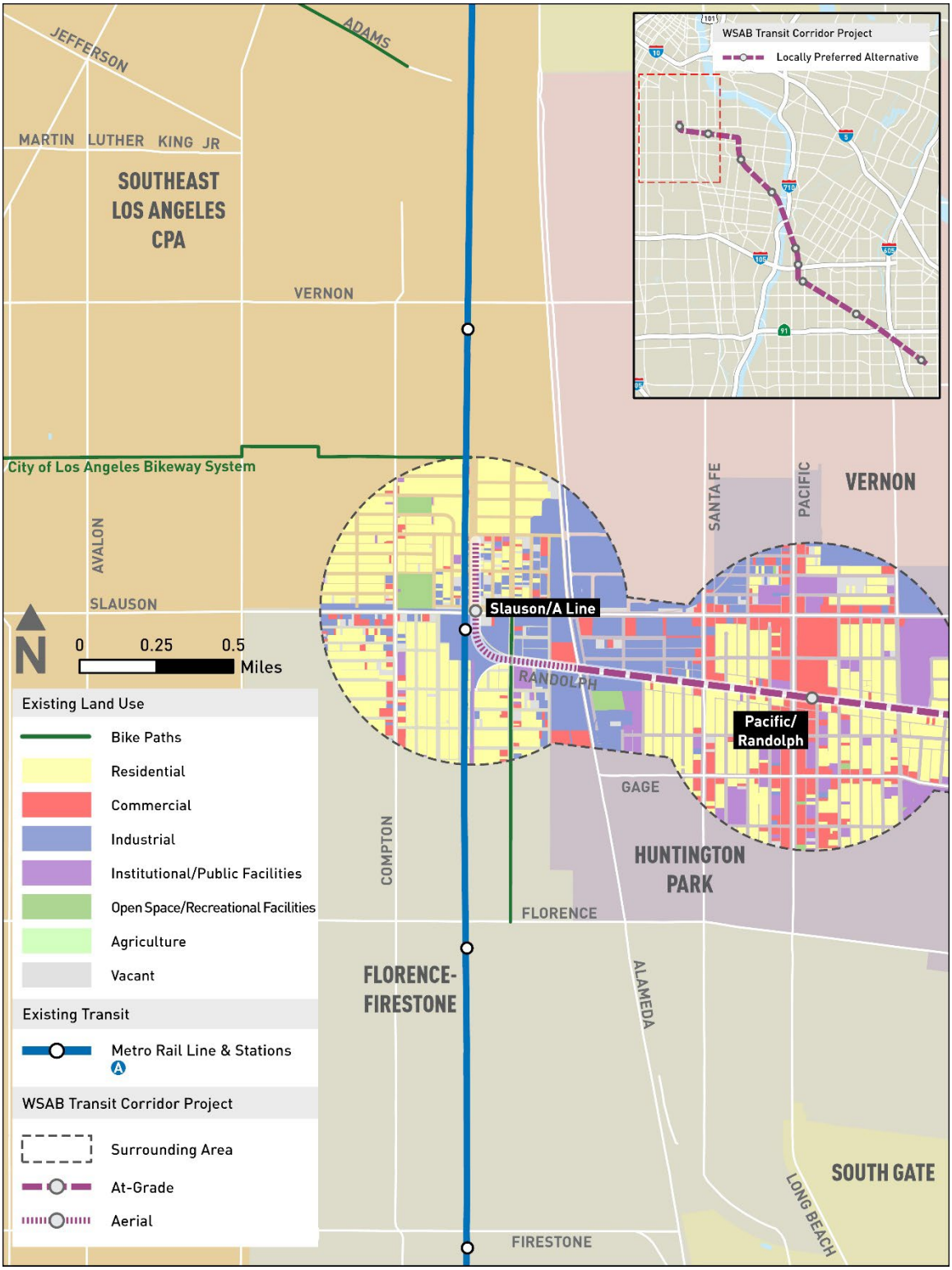
Source: TAHA 2023

Notes: [1] The land use distribution characterizes the land uses within the Affected Area and in the Surrounding Area for the LPA. Percentages of land use may not equal 100 percent due to rounding.

[2] "Affected Area" is defined as the adjacent area within approximately 50 feet of the LPA.

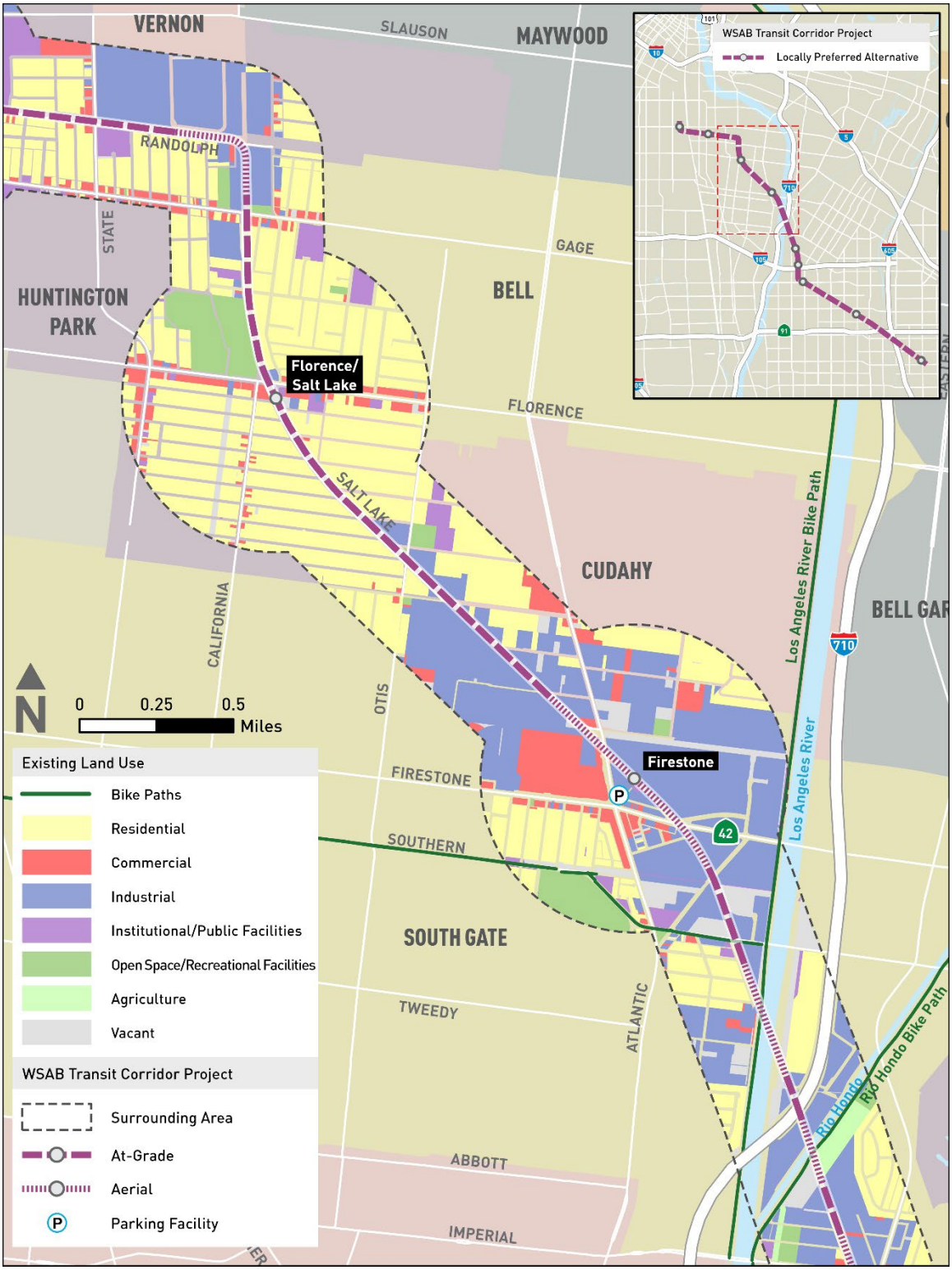
[3] "Surrounding Area" is defined as the area within 0.25-mile of the alignment and 0.5-mile of the station areas.

Figure 4-1. Existing Land Use within 0.25 Mile of the Alignment and 0.5 Mile of the WSAB Stations (from Southeast Los Angeles to City of Huntington Park)



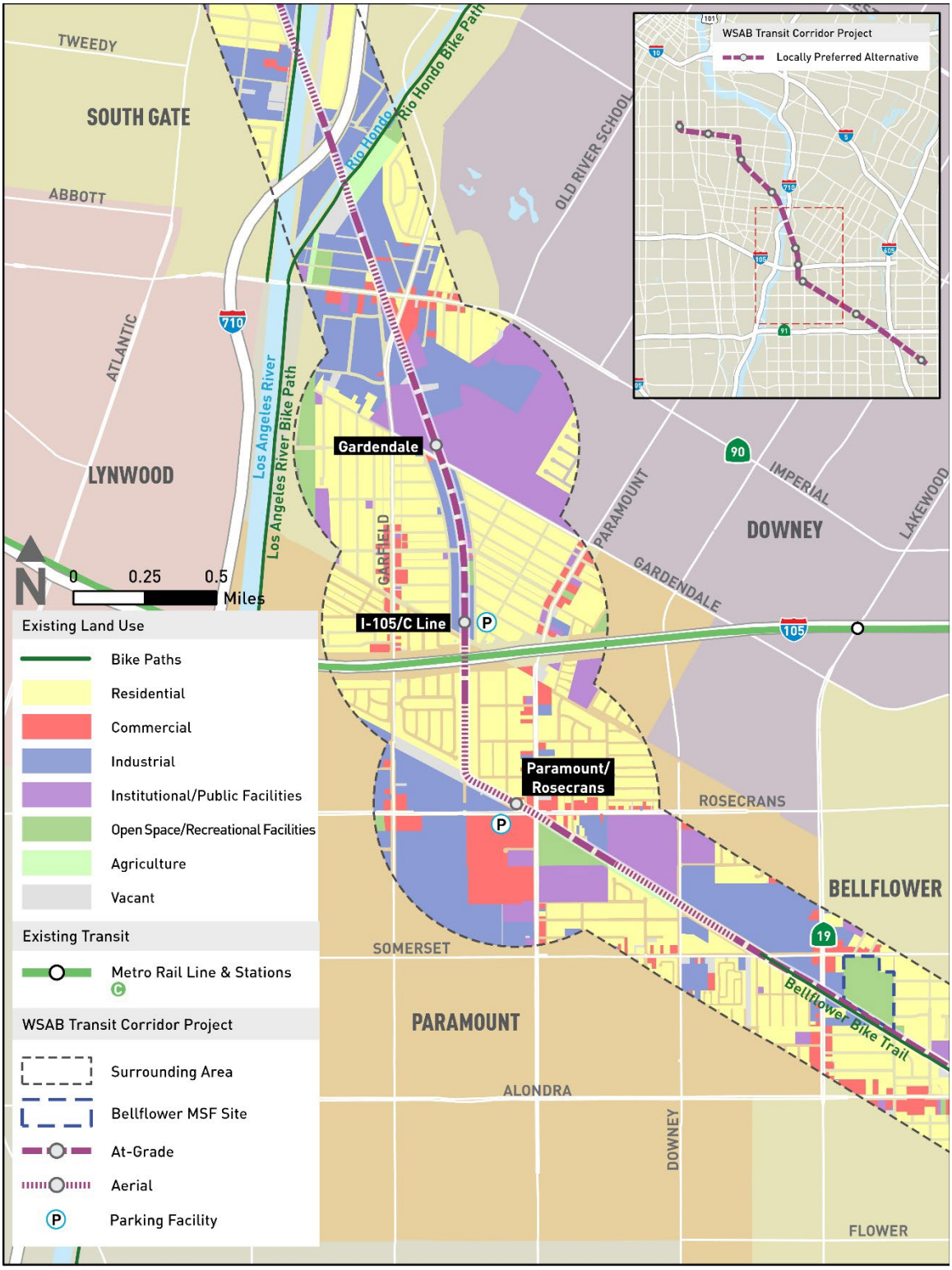
Source: LA County Assessor 2016; TAHA 2023

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



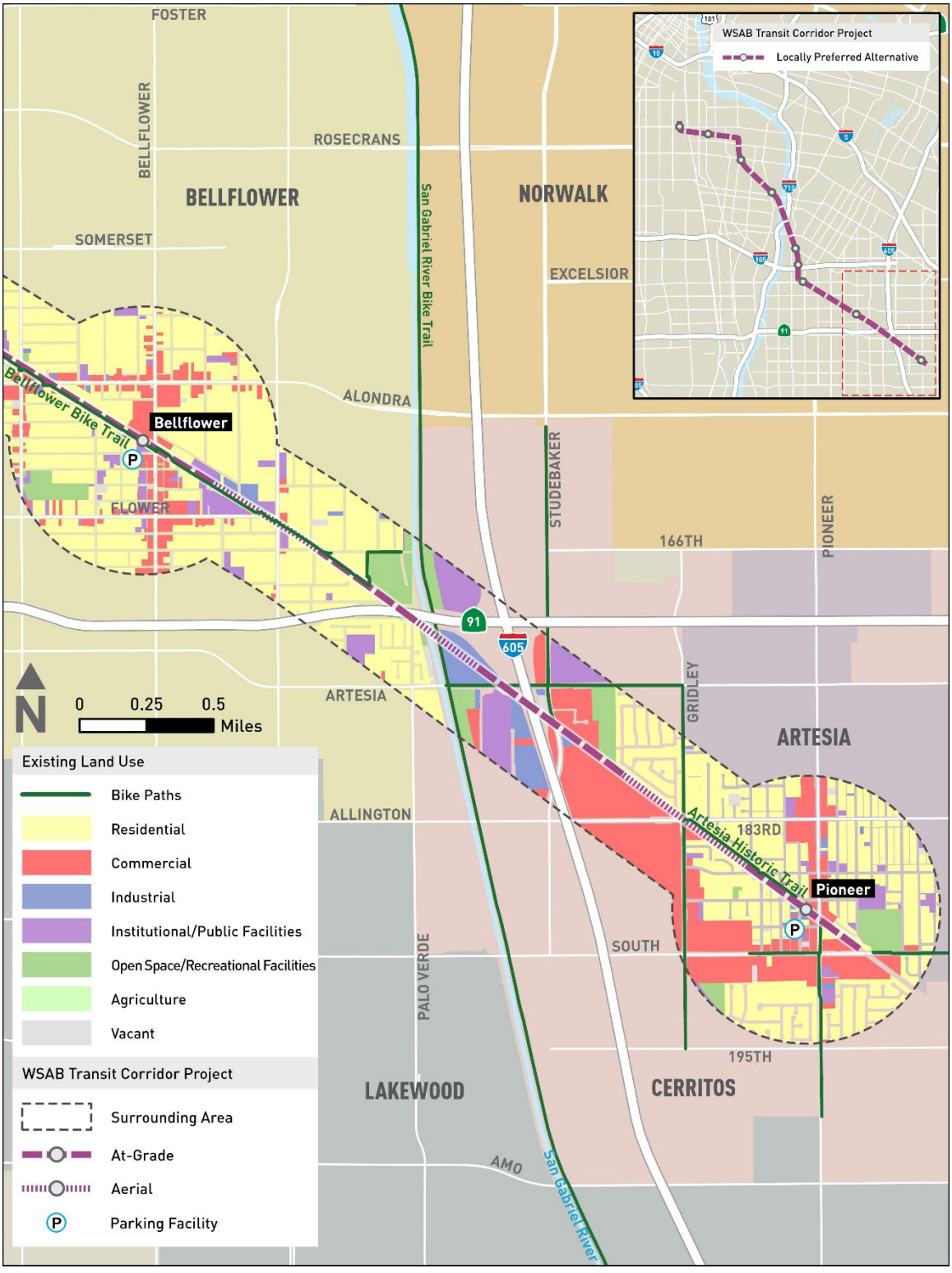
Source: LA County Assessor 2016; TAHA 2023

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



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 WSAB Stations (from City of Bellflower to City of Artesia)



Source: LA County Assessor 2016; TAHA 2023
Note: The full name for the "Artesia Historic Trail" is "Artesia Historic District Recreation Trail"

4.1.2 Locally Preferred Alternative

As shown in Table 4.1, industrial use (32.2 percent) is the predominant land use adjacent to the LPA, followed by residential use (24.3 percent) and institutional use (17.5 percent).

Existing land uses adjacent to and surrounding the LPA from 55th Street to Slauson Avenue include a mix of residential and industrial uses. Existing land uses along Randolph Street between Slauson Avenue and Santa Fe Avenue primarily include industrial uses with sporadic commercial uses on the north side of the alignment. Existing land uses south of Randolph Street include a mix of industrial, institutional, commercial, single-family residential, and multi-family residential uses.

The area adjacent to and farther from Randolph Street between Santa Fe Avenue and Boyle Avenue/State Street is developed with a mix of single-family residential, multi-family residential, institutional/public facility, and commercial (primarily retail) uses. Between Boyle Avenue/State Street and the San Pedro Subdivision ROW, the area adjacent to Randolph Street consists of industrial uses primarily located to the north, and single-family and multi-family residential uses located south of the alignment.

The area adjacent to both sides of the San Pedro Subdivision ROW between Randolph Street and Gage Avenue is developed with industrial land uses, with residential uses located farther east and west of the alignment.

Existing land uses adjacent to the San Pedro Subdivision ROW along Salt Lake Avenue south toward Santa Ana Street primarily consist of single-family and multi-family residential uses. Existing land uses along Florence Avenue consist of predominantly commercial uses. Along the San Pedro Subdivision ROW south from Santa Ana Street toward Gardendale Street, existing land uses consist of predominantly industrial uses surrounded by residential and commercial uses farther away. Industrial land uses are located on both sides of the San Pedro Subdivision ROW between Gardendale Street and Century Boulevard, with single-family residential uses located one block east and west of this rail ROW. Single-family and multi-family residential uses are generally situated adjacent to the San Pedro Subdivision ROW from the I-105 freeway to the PEROW. Over the I-105 freeway, the Arthur Avenue pedestrian bridge is located to the east of the San Pedro Subdivision ROW, and the entrances to this pedestrian bridge are currently closed off. The Façade Avenue bridge is located to the west of the San Pedro Subdivision ROW and is used by pedestrians and motorists. The Façade Avenue bridge connects the residential neighborhoods north and south of the I-105 freeway.

From the San Pedro Subdivision ROW to the intersection of Paramount Boulevard/Rosecrans Avenue, single-family and multi-family residential uses are located on the north side and industrial uses are located on the south side of the PEROW. Commercial uses are located along Paramount Boulevard, while a mix of commercial and industrial land uses are located along Rosecrans Avenue. The Paramount Bike Trail is located parallel to the south side of the rail ROW extending from the LA River Bike Trail to Lakewood Boulevard where it connects with the Bellflower Bike Trail. The Bellflower Bike Trail is located within the PEROW and extends from Lakewood Boulevard south to Ruth R. Caruthers Park where it connects to the San Gabriel River.

Existing land uses in the area surrounding the PEROW between Paramount Boulevard/Rosecrans Avenue and the SR-91 freeway include industrial, institutional (including, but not limited to, Paramount High School, Paramount High School West Campus, Paramount Park Middle School, and Wirtz Elementary School), single-family and multi-family

residential (including a mobile home community), open space/recreational facilities (i.e., Paramount Park, a bike path that parallels the alignment, Ruth R. Caruthers Park, and Cerritos Iron-Wood Nine Golf Course), nurseries, commercial uses, and recreational businesses (i.e., Hollywood Park Paintball and Airsoft Park and Bellflower BMX). A pedestrian bridge over the PEROW connects the Paramount High School campuses. Additionally, transmission towers and transmission lines parallel the southwest side of the PEROW between the San Pedro Subdivision ROW and Somerset Boulevard.

Between the SR-91 and I-605 freeways, existing land uses in the area surrounding the PEROW include industrial, institutional (Valley Christian High School), single-family residential, multi-family residential, and commercial uses (including Cerritos Auto Square). Between I-605 freeway and South Street, surrounding land uses include single- and multi-family residential uses, commercial uses (including Los Cerritos Center), a cemetery (Artesia Cemetery District), open space/recreational facilities (Artesia Park), institutional (including, but not limited to, PCI College, Gahr High School, and Carver Elementary School), and a civic center (Artesia City Hall). The Artesia Historic District Recreation Trail is a bicycle and pedestrian trail on the east side of the PEROW between 183rd Street/Gridley Road and 187th Street/Corby Avenue in the City of Artesia.

Land uses, such as residences, schools, places of worship, museums, recreational facilities, and libraries, are adjacent to or within 0.25 mile of the alignment and within 0.5 mile of the stations. These receptors are discussed in further detail in the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2024e).

4.1.2.1 Station Areas

Adjacent and surrounding land uses for each station area associated with the LPA are summarized in Table 4.2 and illustrated in Figure 4-1 through Figure 4-4.

Table 4.2. Existing Land Uses in the Affected Area and Surrounding Area of the LPA Station Areas

Station Area	Affected Area[1]	Surrounding Area[2]
Slauson/A Line	Industrial	Residential, Industrial, Commercial, Open Space, Institutional/Public Facilities
Pacific/Randolph	Residential, Commercial	Residential, Industrial, Commercial, Institutional/Public Facilities
Florence/Salt Lake	Residential, Industrial	Residential, Commercial, Industrial, Open Space, Institutional/Public Facilities
Firestone	Industrial	
Gardendale	Institutional/Public Facilities	
I-105/C Line	Industrial, Roadway	Residential, Commercial, Industrial, Open Space, Institutional/Public Facilities
Paramount/Rosecrans	Commercial, Industrial	
Bellflower	Commercial, Parking Facility	
Pioneer	Commercial	Residential, Commercial, Open Space, Institutional/Public Facilities, Industrial

Source: TAHA 2023
Notes:
[1] "Affected Area" is defined as the adjacent area within approximately 50 feet of the LPA.
[2] "Surrounding Area" is defined as the area within 0.25 mile of the alignment and 0.5 mile of the station areas.

Slauson/A Line Station

The Slauson/A Line Station area generally includes the Long Beach Avenue/Slauson Avenue intersection. The existing Metro A (Blue) Line aerial structure, Metro A (Blue) Line Slauson Station, and freight rail are located within the WSAB Slauson/A Line Station area. The WSAB Slauson/A Line Station area is located along the boundaries of the Southeast Los Angeles CPA in the City of Los Angeles and the unincorporated Florence-Firestone community of LA County. The area to the north of Slauson Avenue is within the Southeast Los Angeles CPA, while the area to the south of this street is within the unincorporated Florence-Firestone community. Industrial uses adjoin the station area. Surrounding land uses include industrial, commercial, single- and multi-family residential, open space, and institutional/public facilities.

Land uses within 0.5 mile of the Slauson/A Line Station area include, but are not limited to, residences, parks and recreational facilities, places of worship, day care centers, and schools.

Pacific/Randolph Station

The Pacific/Randolph Station area includes the La Habra Branch ROW in the median of Randolph Street between Pacific Boulevard and Seville Avenue. The station area is located within the City of Huntington Park. Active freight rail is located within the La Habra Branch ROW. Existing land uses adjacent to the station area include commercial and multi-family residential uses. Surrounding land uses farther from the station area include commercial, multi-family residential, industrial, and institutional/public facilities.

Land uses within 0.5 mile of the Pacific/Randolph Station area include, but are not limited to, residences, schools, places of worship, and libraries.

Florence/Salt Lake Station

The Florence/Salt Lake Station area includes the San Pedro Subdivision ROW along Salt Lake Avenue between Florence Avenue and Walnut Street. The area to the west and southeast of this station area is generally located within the City of Huntington Park, while the area northeast of the station area is generally located within the City of Bell. Active freight rail is located within the San Pedro Subdivision ROW. Existing land uses adjacent to the station area include single-family and multi-family residential uses and industrial uses. Surrounding land uses farther away include residential, commercial, industrial, open space, and institutional/public facilities.

Land uses within 0.5 mile of the Florence/Salt Lake Station area include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

Firestone Station

The San Pedro Subdivision ROW east of Atlantic Avenue and the industrial uses on the north and south side of this portion of the San Pedro Subdivision ROW are part of the Firestone Station area. The station area is located within the City of South Gate. Active freight rail is located within the San Pedro Subdivision ROW. Existing land use within and adjacent to the station area is industrial. Surrounding land uses farther away include industrial, public facilities/institutional, single-family and multi-family residential uses, and open space.

Land uses within 0.5 mile of the Firestone Station include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

Gardendale Station

The Gardendale Station area is located within the San Pedro Subdivision ROW in the City of Downey, just north of Gardendale Street and the City of South Gate boundary. Active freight rail is located within the San Pedro Subdivision ROW. Existing land uses adjacent to the station area are public facility land uses, including the LA County Department of Public Works Hollydale Yard. East of the station area is a former hospital facility (Rancho Los Amigos South Campus) that is currently unoccupied. Surrounding land uses farther away include single-family residential to the southwest and southeast, public facilities/institutional (including the LA County Animal Shelter, Downey Courthouse, and County of Los Angeles Public Library administrative offices), industrial uses, and commercial uses.

Land uses within 0.5 mile of the Gardendale Station area include, but are not limited to, residences, parks and recreational facilities, schools, and places of worship.

I-105/C Line Station

The I-105/C Line Station area includes the San Pedro Subdivision ROW north of Century Boulevard, industrial properties on the east of the San Pedro Subdivision ROW, the Façade Avenue bridge and San Pedro Subdivision ROW bridge over the I-105 freeway, and the median of the I-105 freeway. The station area north of Century Boulevard is located within the City of South Gate, and the station area at the I-105 freeway is within the City of Paramount. Active freight rail is located within the San Pedro Subdivision ROW, and the Metro C (Green) Line is located within the median of the I-105 freeway. Existing land uses within and adjacent to the I-105/C Line Station area are industrial and residential. Surrounding land uses farther away are predominantly single-family and multi-family residential uses, with some commercial and industrial uses.

Land uses within 0.5 mile of the I-105/C Line Station area include, but are not limited to, schools, places of worship, libraries, and parks and recreational facilities.

Paramount/Rosecrans Station

The Paramount/Rosecrans Station area includes the PEROW northwest of the intersection of Paramount Boulevard and Rosecrans Avenue in the City of Paramount. Active freight rail is located within the PEROW. Existing land uses within and adjacent to the station area include residential, commercial, and industrial uses. Surrounding land uses farther away include commercial, industrial, single-family and multi-family residential, and public facilities/institutional uses.

Land uses within 0.5 mile of the Paramount/Rosecrans Station area include residences, parks and recreational facilities, and schools.

Bellflower Station

The Bellflower Station area includes the PEROW on the west side of Bellflower Boulevard, as well as auto-related businesses on the north side of the PEROW, in the City of Bellflower. Existing land uses within and adjacent to the station area include the Bellflower Bike Trail, industrial uses (auto-related businesses), commercial uses, and a mobile home community. Surrounding land uses farther away include commercial uses, single-family and multi-family residential uses, industrial uses, and open space.

Land uses within 0.5 mile of the Bellflower Station area include residences, parks and recreational facilities, museums, places of worship, library, and medical offices.

Pioneer Station

The Pioneer Station area includes the PEROW between 187th Street and Pioneer Boulevard, as well as residential, commercial, and industrial uses south of the PEROW between Pioneer Boulevard and Corby Avenue. The station area is located in the City of Artesia, just west of the City of Cerritos boundary. Generally, the area south and southeast of the station area is located within the City of Cerritos, while the remaining area surrounding the station is located within the City of Artesia. Land uses within and adjacent to the station area include single-family residential, commercial retail and offices, and industrial uses (including automotive shops). Surrounding land uses farther from the station area include commercial (which are primarily located on Pioneer Boulevard and South Street), single-family and multi-family residential (including a mobile home community), open space, institutional/public facilities, and industrial uses. The Artesia Historic District Recreation Trail is a bicycle and pedestrian trail within the PEROW north of 187th Street in the City of Artesia.

Land uses within 0.5 mile of the Pioneer Station area include residences, places of worship, schools, libraries, and parks and recreational facilities.

4.1.3 Maintenance and Storage Facility

Table 4.3 identifies land uses adjacent to the MSF site. Figure 4-5 shows the existing land uses within 0.25 mile of the MSF site.

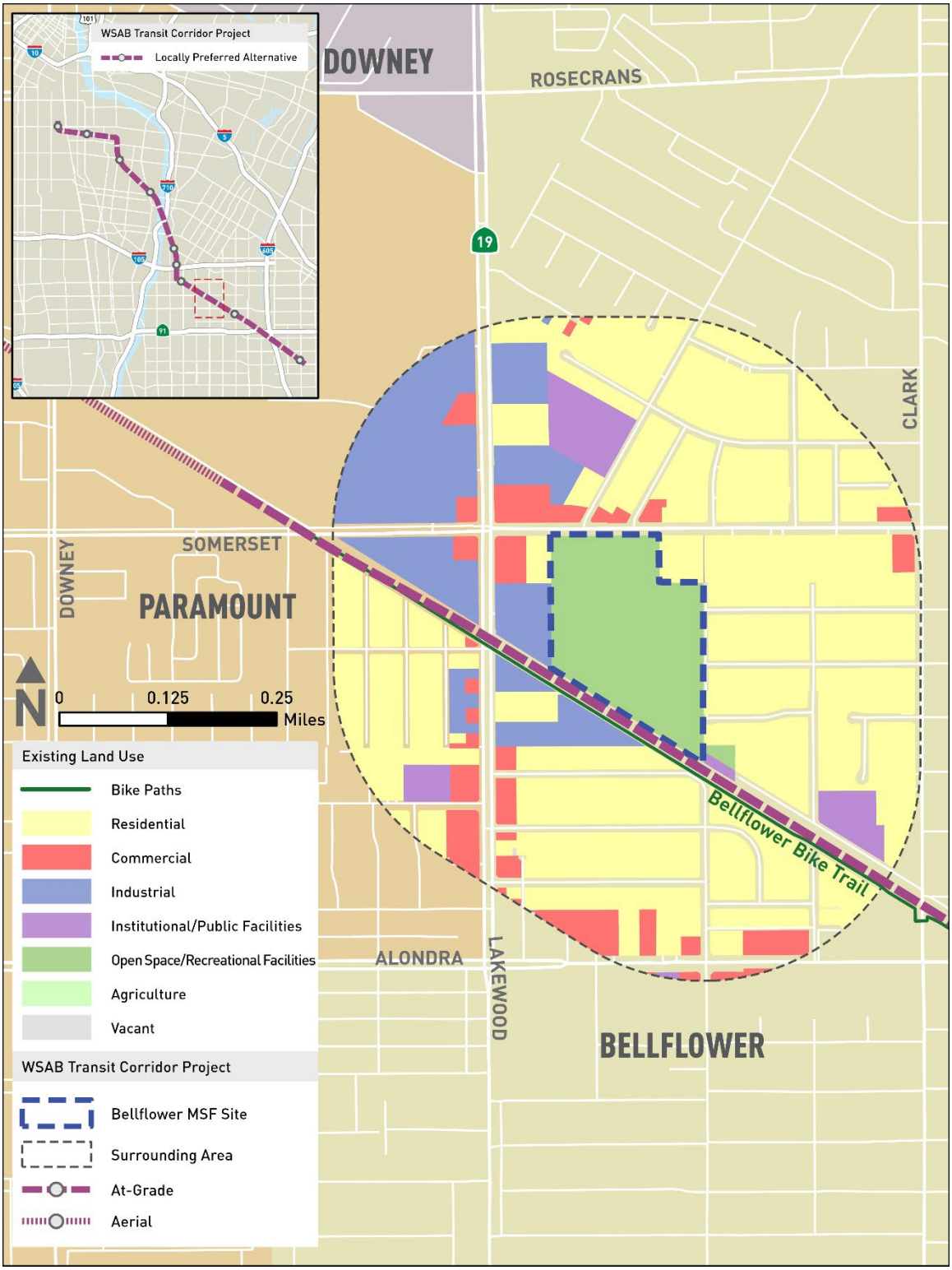
Table 4.3. Land Use Distribution Adjacent to the MSF

Land Use	Percent of Land Use (%)[1]	
	Affected Area[2]	Surrounding Area[3]
Residential	44.3	67.9
Commercial	8.4	9.0
Industrial	42.2	18.2
Institutional/Public Facilities	2.2	4.8
Open Space/Recreational Facility[4]	2.8	0.2

Source: TAHA 2023
Notes: MSF = maintenance and storage facility
[1] Percent of land use may not equal 100 percent due to rounding.
[2] "Affected Area" is defined as the adjacent area within approximately 50 feet of the LPA.
[3] "Surrounding Area" is defined as the area within 0.25 mile of the alignment and 0.5 mile of the station areas.
[4] Percent does not include land use within MSF site boundary.

The MSF site is designated as an open space/recreational use currently leased from the City of Bellflower and operating as privately owned recreational commercial businesses, the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX. The MSF site is bounded by Somerset Boulevard to the north (with multi-family residential uses north of Somerset Boulevard), single-family residential uses to the east, a dog park at the southeastern corner, the PEROW and Bellflower Bike Trail to the south, and a mobile home community and industrial uses to the west.

Figure 4-5. Existing Land Use within 0.25 Mile of the Maintenance and Storage Facility



Source: LA County Assessor 2016; TAHA 2023

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

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. Under the No Build Alternative, the LPA would not be developed. As described in Table 2.1, infrastructure and transportation-related projects located within the Study Area would be implemented and built. These projects, include the Metro East-West Line/Regional Connector/Eastside Phase 2, California High-Speed Rail, Metro North-South Line/Regional Connector, I-710 South Corridor, I-105 Express Lane, I-605 Corridor "Hot Spot" improvements, and improvements to the Metro bus system and local municipality bus systems. The No Build Alternative also include local projects in the Affected Area, such as the Link US project, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path, and the Cesar E. Chavez Bus Stop Improvements project.

Under the No Build Alternative, projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local projects, would continue to be built. The LPA would not be developed; properties would not be acquired for the Project; no structures along the alignment would be demolished; the existing freight tracks within the rail ROWs would remain undisturbed; and no aerial structures would be built along the public or rail ROWs.

5.1.1 Land Use Compatibility

Projects developed under the No Build Alternative would undergo project-specific environmental reviews, as appropriate, that would identify potential land use impacts and mitigation, as necessary. The projects would generally occur within existing transportation corridors on individual sites that are associated with transportation. The No Build Alternative is expected to be consistent with current development trends and would not be incompatible with adjacent and surrounding land uses. Therefore, no adverse effects related to land use compatibility are anticipated.

5.1.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The SCAG 2016-2040 RTP/SCS (SCAG 2016) identifies the LPA as part of an 8-mile financially constrained transit project from the Los Angeles/Orange County boundary to downtown Los Angeles. The LPA is also listed in the 2019 Federal Transportation Improvement Program (SCAG 2019) and 2023 Federal Transportation Improvement Program (FTIP ID No. LA0G1094). Under the No Build Alternative, projects (other than the LPA) 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 LPA and future planning for TODs around the station areas would not be implemented, as these TODs are dependent on the construction and operation of the LPA.

The No Build Alternative would result in a continuation of current land use development patterns and trends that are not expected to change. Under the No Build Alternative, the LPA would not be constructed, thereby making the No Build Alternative inconsistent with SCAG's regional policies for improving mobility. The No Build Alternative would:

- Limit the opportunity to intensify land uses at potential station areas for the LPA, limit development of compact communities around a public transit system, and limit alternatives to automobile travel
- Not support opportunities to integrate transportation investments with future land use patterns, promote sustainability, provide more transportation choices, or reduce overall air quality emissions and traffic congestion
- Be inconsistent with policies for improving mobility, encouraging land use patterns that support transit use, and promoting sustainability
- Be inconsistent with the SCAG 2016-2040 RTP/SCS overarching strategy of growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities

Under the No Build Alternative, land use development around the LPA station areas would not occur because no new stations would be built. Specifically, the No Build Alternative would be inconsistent with SCAG 2016-2040 RTP/SCS Policy 6 to support investments and strategies to reduce non-recurrent congestion and demand for single-occupancy vehicle use, and Policy 7 to encourage transportation investments that would result in cleaner air, better environment, a more efficient transportation system, and sustainable outcomes in the long run. Therefore, the No Build Alternative would result in adverse effects.

5.1.3 Consistency with Local Land Use Plans, Policies, and Regulations

Under the No Build Alternative, future development and implementation of the bicycle paths within the rail ROWs would continue to occur in the jurisdictions that have identified planned bicycle paths in their general plans or bicycle master plans (i.e., the Cities of Huntington Park, Vernon, Cudahy, Bell, South Gate, Downey, Bellflower, and Paramount, as well as County of Los Angeles). Ongoing and future transit- and transportation-related projects and programs will be located in the vicinity of the LPA that may complement the overall Metro transit network. Future bike paths identified along the alignment in the *City of Los Angeles 2010 Bicycle Master Plan* (City of Los Angeles 2011), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012), *City of Bell Bicycle Master Plan* (City of Bell 2016), and *Bellflower-Paramount Active Transportation Plan* (City of Bellflower and City of Paramount 2019) would potentially be built and implemented within the rail ROW or public ROW that parallels the rail ROW. However, the No Build Alternative would be inconsistent with the local land use goals, objectives, and/or policies identified in Table 5.1.

Table 5.1. No Build Alternative Inconsistency with Local Land Use Plans and Policies

Policy Topic	Plans and Policies
Alternative modes of transportation	▪ *City of Los Angeles Southeast Los Angeles Community Plan* Objective 11-2 and Goal 13 ▪ *Los Angeles County General Plan 2035* Policy M4.1 ▪ *City of Huntington Park General Plan* Goal 4.0 ▪ *City of Cudahy 2040 General Plan Transportation Element* Policy CE-3.1 and CE-3.3 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD 3.1- Policy P.1, *Mobility Plan Element* Goal ME2, and *Healthy Community Element* Objective HC2.3-Policy P.1 ▪ *Downey Vision 2025 Circulation Element* Goal 2.2, Policy 2.2.4, and Program 2.4.1.5 ▪ *City of Paramount General Plan* Policies 6 and 9 ▪ *City of Bellflower General Plan* Goal 4 ▪ *Downtown Bellflower Transit-Oriented Development Specific Plan* Mobility Objective 2 and Policies 2.1 and 2.2 ▪ *City of Cerritos General Plan Circulation Element* Goal CIR-8 ▪ *City of Artesia General Plan Circulation and Mobility Sub-Element* Policy Action CIR4.2.4 and Community Goal CIR5; *Air Quality and Climate Change Sub-Element* Policy Action AQ2.1.1; and *Sustainability Element Community* Goal SUS5
Increased mobility, transit access, and transit services	▪ *City of Los Angeles Mobility Plan 2035* Policies 3.5 and 3.7 ▪ City of Los Angeles *Southeast Los Angeles Community Plan* Goal 11 ▪ *Los Angeles County General Plan 2035* Policy M4.4 ▪ *City of Vernon General Plan* Policy CI-1.6 ▪ *City of Cudahy 2040 General Plan Transportation Element* Goal CE-2 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD1.2-Policy P.1, Objective ME2.2-Policies P.1 and P.2 ▪ *City of South Gate Gateway District Specific Plan* Goal 2 ▪ *City of South Gate Hollydale Village Specific Plan* Policy 6.2 ▪ *City of Paramount General Plan* Policy 11 ▪ *City of Bellflower General Plan* Goal 3 and Policy 3.1 ▪ *Downtown Bellflower Transit-Oriented Development Specific Plan* Mobility Objective 1 and Policies 1.1, 1.2, 2.3, 2.4, 2.5 ▪ *City of Cerritos General Plan Circulation Element* Policies CIR-6.6 and CIR-8.2 ▪ *City of Artesia General Plan Circulation and Mobility Sub-Element* Policy CIR5.1 and Community Policy CIR6.2, *Air Quality and Climate Change Sub-Element* Policy Action AQ2.1.6, *Sustainability Element* Community Policy Action SUS5.1.7
Emissions reductions	▪ *City of Vernon General* Plan Policy R-2.2 ▪ *City of Cudahy 2040 General Plan Air Quality Element* Goal AQE-2 ▪ *City of South Gate General Plan 2035 Healthy Community Element* Objective HC7.2-Policies P.1 and P.8 ▪ *City of Bellflower General Plan* Policy 4.1

Policy Topic	Plans and Policies
Policies for compact and denser development, including TODs	▪ *City of Los Angeles General Plan* Objectives 3.13 and 3.15, Policy 3.15.3 ▪ *Los Angeles County General Plan 2035* Goal M5; Policies LU4.4 and M5 ▪ *Florence-Firestone Community Plan* Goals R-2 and TD-3, Policies R-2.3 and TD-2.4 ▪ *City of Los Angeles Land Use/Transportation Policy* ▪ *City of Cudahy 2040 General Plan Air Quality Element* Policy AQE2.1 ▪ *City of South Gate General Plan 2035 Community Design Element* Objective CD3.1- Policies P.2, P.4 and P.5 ▪ *City of South Gate General Plan 2035 Healthy Community Element Objective* HC2.3-Policy P.4 ▪ *Downtown Bellflower Transit-Oriented Development Specific Plan* Land Use Plan Objective 3, Policy 3.4 ▪ *City of Artesia General Plan Air Quality and Climate Change Sub-Element* Policy Action AQ2.2.3

Source: TAHA 2023
Note: TODs = transit-oriented developments

The No Build Alterative would result in a continuation of current development patterns. Since the LPA would not be built, future planning of TODs surrounding the project station areas cannot occur. As a result, the No Build Alternative would not support local land use plans and policies for compact and denser development, including the development of TODs. Therefore, the No Build Alternative would be inconsistent with applicable local land use plans and policies and would result in adverse effects.

5.2 Locally Preferred Alternative

5.2.1 Land Use Compatibility

5.2.1.1 Aerial Alignment

New aerial structures will be located along the following segments of the LPA:

- Northern terminus (Long Beach Avenue south of 55th Street) to Randolph Street/Alameda Street (Cities of Los Angeles and Huntington Park, and LA County)
- Randolph Street/Hollenbeck Street to San Pedro Subdivision ROW south of Randolph Street (City of Huntington Park)
- Salt Lake Avenue/Ardine Street to Rayo Avenue (Cities of Cudahy and South Gate)
- Rio Hondo to City of South Gate/City of Downey boundaries (City of South Gate)
- South of I-105 freeway to south of Paramount Park (City of Paramount)
- Downey Avenue (City of Paramount)
- Civic Center Drive to California Avenue (City of Bellflower)
- Northwest of 183rd Street/Gridley Road to northwest of 186th Street (Cities of Cerritos and Artesia)

Bridges will be built at the LA River, Rio Hondo Channel, and San Gabriel River, and over the I-105 freeway. Land uses and communities surrounding the new aerial structures have been developed around the rail ROWs. Portions of the aerial alignment will be adjacent to residential neighborhoods in the Cities of Huntington Park, Paramount, Bellflower, Cerritos, and Artesia. At the northern terminus along Long Beach Avenue south of 55th Street, the

LPA will be aerial above the existing rail ROW and Long Beach Avenue. In other areas, the aerial structures and bridges will be located within the rail ROWs.

As discussed below, the aerial components and alignment activities associated with the aerial alignment will not conflict with surrounding uses, change the function of public street and rail ROWs as transportation corridors, impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses, or physically divide an established community. The LPA will be consistent with the use of the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as rail corridors and Long Beach Avenue as a transportation corridor. In addition, the new aerial components will be part of a regional transit system that will serve the residents, visitors, and employees of the surrounding community and cities. Therefore, no adverse effects regarding land use compatibility will occur.

Freight Track Relocation

The existing freight tracks will be relocated within the existing rail ROWs south of Slauson Avenue and north of Somerset to accommodate the new aerial structures. The LPA will be situated on aerial structures while the freight tracks will remain at-grade with the surrounding uses. Although the freight tracks will be relocated, active freight service will be maintained within the rail ROWs. The LPA will maintain the existing track sidings and will not change the function of the rail ROWs. The aerial structures in and adjacent to the rail ROWs will be consistent with the use of the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as rail corridors. Therefore, no adverse effects regarding land use compatibility will occur.

Street Closures

The aerial alignment will not require permanent street closures. Access to the surrounding uses and communities will continue to be available and permanent access disruptions to existing land uses on either side of the alignment will not occur. The LPA will not conflict with the surrounding land uses and will not physically divide an established community since the surrounding land uses will remain accessible. Therefore, no adverse effects regarding land use compatibility will occur.

Barriers

The aerial structures will generally be built on retain fill along the rail ROWs but will be supported by columns where the aerial structures intersect with a street ROW. Retained fill will be used in sections of the alignment where the alignment transitions from at-grade to aerial. The retained fill will create a barrier separating the land uses on one side of the rail ROW from uses on the other side of the rail ROW, such as on Randolph Street between Holmes Avenue and Wilmington Avenue, on Flora Vista Street from Cornuta Avenue to Flower Street, and Flora Vista Street from Woodruff Avenue to California Avenue. As a result of the retained fill, the existing Wilmington Avenue/Randolph Street grade crossing at the unincorporated Florence-Firestone community/City of Huntington Park boundary will be closed. Vehicle turning restrictions will be introduced at this intersection, preventing vehicles from turning left and crossing Randolph Street. However, access to the surrounding uses where aerial structures will be supported by retain fill will continue to be available at surrounding streets that intersect with the rail ROWs. Access to surrounding uses will continue to be available, and permanent access disruptions to existing land use access on

both sides of the alignment will not occur and will not physically divide an established community. Therefore, no adverse effects regarding land use compatibility will occur.

Bridges

Freight Bridges: The existing freight bridge over the LA River and Rio Hondo River channels will remain, and a new bridge for the LRT tracks will be built adjacent to the existing freight bridges at the two river channels. At the San Gabriel River channel, the existing bridge will be reconstructed for the LRT tracks. At the I-105 freeway, the existing freight bridge will be reconstructed and a new bridge for the LRT tracks will be built adjacent to the existing freight bridge. The new bridges for the LRT tracks and the reconstructed freight bridge will be located generally within the rail ROWs and will be consistent with the rail ROWs as transportation corridors. Although the reconstructed bridge at the San Gabriel River will remove the existing freight tracks and replace them with LRT tracks, this portion of the rail ROW does not have active freight service. The bridges will not change the function of the rail ROWs, will not conflict with the surrounding land uses, and will not physically divide an existing community.

Pedestrian Bridges: A vertical circulation element will be added to the Façade Avenue bridge to allow emergency access from the new I-105/C Line Station at the median of I-105 to Façade Avenue. This change will not conflict with the surrounding land uses and will not physically divide an existing community. The neighborhood north of the I-105 freeway will continue to use Façade Avenue to access the neighborhood south of the freeway.

The existing pedestrian bridge between the Paramount High School campuses in the City of Paramount will be demolished and reconstructed. Access to the Paramount High School campuses will be maintained. Changes in this area will not conflict with the surrounding land uses and will not physically divide an established community.

Changes at the freight and pedestrian bridges will not conflict with the surrounding uses and will not physically divide an established community. Therefore, no adverse effects regarding land use compatibility will occur.

Property Acquisition

Several properties will be acquired to accommodate the new elevated rail structures and/or relocated freight rail. The acquired properties will be immediately adjacent to the rail ROW and will not conflict with other uses in the surrounding area, physically divide an established community, and change or impair the function of surrounding industrial uses. Displacement effects related to land acquisitions are discussed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024e).

To accommodate the freight tracks, Paramount Bike Trail, and the alignment, partial property acquisitions of the existing LADWP properties in the City of Paramount north of Somerset Boulevard will be required. The LADWP properties parallel the PEROW and contain transmission towers and the Paramount Bike Trail, and the LADWP property southeast of Paramount Park is currently being used as a nursery, in addition to the transmission towers. The partial acquisition of the LADWP right-of-way will not interfere with the use of the transmission towers and transmission lines. Operation of the nursery on the remaining portions of the properties will be at the discretion of LADWP. As a result, the acquisition of these properties will not conflict with the current land uses on the site as current operations will be maintained. Additionally, partial acquisition of the LADWP properties will allow the

Paramount Bike Trail to remain within the PEROW after relocation. Thus, property acquisitions will not conflict with the current land use within the PEROW, at the adjacent properties, or other uses in the surrounding area; physically divide an established community; change or impair the function of surrounding uses; or create new land use incompatibilities.

Parking

The aerial alignment for the LPA will require the removal of on-street parking spaces at Long Beach Avenue within the City of Los Angeles. Straddle bent support columns are required along the west side of Long Beach Avenue, removing 15 existing parking stalls. However, sufficient capacity exists on adjacent streets to accommodate the excess parking demand and any circulation on local roads to find parking will be minimal. Mitigation Measures TRA-19 (Parking Monitoring and Community Outreach) and TRA-20 (Parking Mitigation Program [Permanent]) will be implemented to reduce the effects from the loss of on-street parking spaces (see *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* [Metro 2024f]). The removal of on-street parking spaces will not conflict with the current land use of the adjacent properties or other uses in the surrounding area; will not physically divide an established community; change or impair the function of surrounding uses; or create new land use incompatibilities. Therefore, no adverse effects regarding land use compatibility will occur.

Parking effects are further discussed in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024f).

Stations

The Slauson/A Line, Firestone, and Paramount/Rosecrans Stations will be situated on aerial structures within a rail ROW and/or public street ROW. A pedestrian bridge at the Slauson/A Line Station will connect the station with the existing Metro A Line Slauson Station, which will provide better pedestrian access to the regional transit system. At the Firestone Station, an undercrossing will be provided under the San Pedro Subdivision ROW to allow vehicles on the southwest side of the rail ROW to access the parking facility on the northeast side of the rail ROW. Additionally, pedestrian access will be provided at all three of the aerial stations. The aerial stations will not change or impair the function of the surrounding land uses, will not physically divide an established community, and access to the surrounding uses will be maintained. The stations are anticipated to become important junctions for residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. The station entrances are not expected to introduce physical barriers or change or impair the function of the surrounding uses, and access to the surrounding community will remain available. The stations will be designed and integrated with the surrounding uses and be compatible with the surrounding land uses. Therefore, no adverse effects regarding land use compatibility will occur.

Summary

The aerial structures will not conflict with surrounding uses; change the function of the rail ROWs as rail corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; or physically divide an established community.

The aerial structures will be part of a transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, the new aerial structures will be compatible with the surrounding land uses and no adverse effects regarding land use compatibility will occur.

Nuisance impacts on sensitive receptors resulting from the alignment operations may include, but are not limited to, noise, air quality, and traffic. Discussion of these potential disruptions to local sensitive receptors is provided in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024g), *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024h), and *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024f).

5.2.1.2 At-Grade Alignment

The LPA will operate at-grade in the following segments:

- Randolph Street/Alameda Street to Randolph Street/Hollenbeck Street (City of Huntington Park)
- San Pedro Subdivision ROW south of Randolph Street to Salt Lake Avenue/Ardine Street (Cities of Huntington Park, Bell, Cudahy, and South Gate)
- Rayo Avenue to Rio Hondo (City of South Gate)
- City of South Gate/City of Downey boundary to south of I-105 freeway (Cities of Downey, South Gate, and Paramount)
- South of Paramount Park to north of Downey Avenue (City of Paramount)
- South of Downey Avenue to Civic Center Drive (Cities of Paramount and Bellflower)
- California Avenue to northwest of 183rd Street/Gridley Road (Cities of Bellflower and Cerritos)
- Northwest of 186th Street to southern terminus (Cities of Artesia and Cerritos)

Land uses surrounding the at-grade portions of the alignment are suburban in character with surrounding communities developed around the rail ROW. The LPA will not change the function of the rail ROWs as transportation corridors. The at-grade portions of the LPA will be consistent with the use of the La Habra Branch ROW, San Pedro Subdivision ROW, and PEROW as rail corridors. Therefore, no adverse effects regarding land use compatibility will occur.

Freight Track Relocation

Active freight service in the existing rail ROWs north of Somerset Boulevard will be maintained. The existing freight tracks will be relocated within the existing rail ROWs to accommodate the LPA's dual tracks, which will parallel the existing freight tracks. In general, the LPA will maintain existing track sidings and realign active freight service in the rail ROWs so that freight trains can continue to serve the industrial uses through existing freight sidings and spurs (a freight siding is a low-speed track section distinct from a running line or through route, such as main line or spur; a railroad spur is a type of secondary track used by railroads to allow for the loading and unloading of railcars without interfering with the main line). The siding may reconnect to the main line or to other freight sidings at the other end. The at-grade portions of the LPA will not impede or change the function of the freight tracks and freight sidings that are used by industrial uses adjacent to the rail ROWs. Therefore, no adverse effects regarding land use compatibility will occur.

Barriers

Physical barriers (e.g., fencing, walls) designed following guidance of the Metro Rail Design Criteria (MRDC), or equivalent, will be located along sections of the alignment, along the rail ROWs, parallel to existing street ROWs, or along existing bike trails to create a buffer between the alignment and nearby uses. In locations where the alignment will be located along the rear of adjacent properties, existing barriers, such as fencing, currently separate adjacent land uses from the alignment. Although safety barriers will be provided along the at-grade street-facing portions of the alignment, access to surrounding uses will continue to be available at pedestrian and vehicle crossings and nearby intersections, thereby maintaining connection and access to existing land uses on both sides of the alignment. Permanent access disruptions to existing land uses on both sides of the alignment will not occur. The new barriers will not conflict with surrounding land uses and will not physically divide an established community.

Street Closures/Turning Restrictions

Along the at-grade segments in the City of Huntington Park, implementation of the LPA will require closure of the grade crossings at Randolph Street/Wilmington Avenue, Randolph Street/Malabar Street, Randolph Street/Arbutus Avenue, Randolph Street/Regent Street, and Randolph Street/Rita Street. Vehicle turning restrictions will also be introduced on Randolph Street at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street in the City of Huntington Park. Alternate routes between both sides of Randolph Street will be available and vehicular, bicyclist, and pedestrian access to all properties will be maintained.

Vehicle turning restrictions will be introduced at the intersection of Clark Avenue and Flora Vista Street in the City of Bellflower. Dakota Avenue in the City of South Gate will be modified to a one-way street. Flora Vista Street at Alondra Boulevard in the City of Bellflower will be modified to a one-way street. Vehicular, bicyclist, and pedestrian access to the surrounding uses will be maintained by rerouting traffic to adjacent streets, and permanent access disruptions to existing land uses will not occur.

188th Street between Pioneer Boulevard and Corby Avenue and 187th Street between Alburtis Avenue and Pioneer Boulevard in the City of Artesia will also be closed to accommodate the parking structure at Pioneer Station. Eastbound access to 188th Street from Alburtis Avenue to Corby Avenue will remain open. Pedestrian and vehicular access to the surrounding uses will continue to be available from the surrounding streets. Additionally, the alley between Corby Avenue and Pioneer Street will be modified so that the alley can be accessed from the south side of the parking structure from Corby Avenue.

The new median on Pioneer Boulevard at the Little India Food Court driveway will restrict vehicles from turning left (south) onto Pioneer Boulevard toward the PEROW. Although the new street closures and turning restrictions will occur in the City of Artesia, alternate routes will be available and vehicular, bicyclist, and pedestrian access to all properties will be maintained. Permanent access disruptions to existing land uses on both sides of the PEROW will not occur.

The LPA will additionally result in turning restrictions for trucks at these intersections along Randolph Street in the City of Huntington Park: Pacific Boulevard, Seville Avenue, and Miles Avenue. Truck turn restrictions will also be required at these intersections along Salt Lake Avenue in the Cities of Huntington Park and South Gate: Santa Ana Street and Ardine

Street. Truck access to the surrounding uses will be maintained by rerouting traffic to the surrounding streets, and permanent access disruptions to existing land uses will not occur.

The new grade crossing closures, vehicle turning restrictions, and street closures will not change or impair the function of the surrounding land uses and will not divide an established community. Therefore, no adverse effects regarding land use compatibility will occur.

Property Acquisition

Partial and full property acquisitions of public facilities, residential, industrial, and commercial properties will be required to accommodate Project components. 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 the local jurisdictions. Local jurisdiction zoning codes, design guidelines, and entitlement processes are designed to maintain compatibility of land uses. As Metro will be required to comply with local jurisdictions' regulations on the acquired properties, the acquisition of properties will not change or impair the function of the surrounding land uses, conflict with the surrounding land uses, or create any new land use incompatibilities. Therefore, no adverse effects regarding land use compatibility will occur.

Displacement effects related to land acquisitions are discussed in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024i).

Parking

Existing on-and off-street parking spaces along several at-grade portions of the alignment will need to be removed/relocated. On-street parking spaces could be removed in areas within the Cities of Huntington Park, South Gate, Downey, Paramount, Cudahy, Bellflower, Artesia, and Cerritos. To accommodate existing freight tracks and LPA tracks within the rail ROWs along Randolph Street and Salt Lake Avenue, existing parking within the rail ROWs will need to be removed and relocated. Several off-street parking spaces on private properties will also be removed to accommodate TPSSs, such as at the commercial development at the northwest corner of Randolph Street/Alameda Boulevard, the commercial development at the northeast corner of Walnut Street/Salt Lake Avenue, and at the industrial development at the northeast corner of State Street/Randolph Street.

The removal/relocation of on- street parking may result in an increased parking demand on surrounding streets. However, there is sufficient capacity on adjacent streets to accommodate the excess parking demand, and any circulation on local roads to find parking will be minimal. The removal of off-street parking spaces will not cause the off-street parking supply to decrease below the respective city parking code requirements. The loss of parking is not anticipated to impair the function of the affected private properties, and access to, the use of, and the function of Salt Lake Park will not change.

Additionally, the removal of parking within the rail ROW will not result in an incompatible land use as the rail ROW will continue to be used as a rail corridor. Changes to parking outside of the rail ROW will be compatible with the surrounding land uses and consistent with local land use policies and zoning code requirements. The removal of on-street parking spaces will not conflict with the current land use of the adjacent properties or other uses in the surrounding area; will not physically divide an established community; change or impair the function of surrounding uses; or create new land use incompatibilities. Mitigation Measures TRA-19 (Parking Monitoring and Community Outreach) and TRA-20 (Parking Mitigation Program [Permanent]) will be

implemented to reduce the effects from the loss of on-street parking spaces (see *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* [Metro 2024f]). Furthermore, the LPA will improve overall transit connectivity by providing alternative means of access to communities surrounding the LPA alignment. Therefore, the removal of on- and off-street parking spaces are not anticipated to result in an adverse effect related to access, use, or function of the private properties or the surrounding uses. No adverse effects regarding land use compatibility will occur.

Parking Facilities at Station Areas

Parking facilities at the Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Stations will provide ingress and egress access and pedestrian walkways connecting the parking facilities to the stations and a total of approximately 2,800 new transit parking spaces. No parking facilities are at the Slauson/A Line, Pacific/Randolph, Florence/Salt Lake, and Gardendale Stations.

Firestone Station: A surface parking facility with up to 600 parking spaces will be located northeast of the station platform east of Atlantic Avenue. Vehicles will access the parking facility via Atlantic Avenue. The parking facility site is currently developed with industrial uses and is located in a predominantly industrial area immediately surrounded by industrial uses with some commercial uses. No residential or other sensitive uses are located adjacent to the parking facility site. The parking facility will be compatible with the surrounding industrial and commercial uses, will not physically divide an established community, and will not adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility will occur at this parking facility.

I-105/C Line Station: A surface parking facility with 340[5] parking spaces will be located on the east side of the station platform north of Century Boulevard. Vehicles will access the parking facility via driveways off Century Boulevard and Industrial Avenue. Access from the parking facility to the station will be provided via a pedestrian walkway on the north and south sides of the station platforms. The parking facility for the I-105/C Line Station is currently developed with industrial uses and will be compatible with the surrounding land uses, will not physically divide an established community, and will not adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility will occur at this parking facility.

Paramount/Rosecrans Station: A surface parking facility with up to 490 parking spaces will be located southwest of the station adjacent to the utility corridor. The parking facility will be accessed via two separate driveways on Rosecrans Avenue, and pedestrian access from the parking facility to the station will be provided along Rosecrans Avenue at the south end of the station platform. The parking facility site is currently developed with commercial, industrial, and/or warehouse uses and is surrounded by commercial uses and industrial uses. The parking facility will not conflict with the surrounding land uses, physically divide an established community, or adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility will occur at this parking facility.

[5] 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.

Bellflower Station: A surface parking facility with up to 260 parking spaces will be located on the north side of the Bellflower Station with access via Bellflower Boulevard. Pedestrian access will be available along Bellflower Boulevard and Pacific Avenue. The Bellflower Station parking facility site is currently developed with commercial uses and located adjacent to residential uses, including a mobile home community and commercial uses. The parking facility will not conflict with the surrounding land uses and are not anticipated to adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. The parking facility will not physically divide an established community. Therefore, no adverse effects regarding land use compatibility will occur at this parking facility.

Pioneer Station: A parking structure with up to 1,100 parking spaces will be located south of the station with access via Corby Avenue and Pioneer Boulevard. Pedestrian access from the parking facility to the station will be provided. The parking facility is currently developed with multi-family residential, industrial, and commercial uses and surrounded by residential and commercial uses. Although 188th Street will be closed between Pioneer Street and Corby Avenue, access to the surrounding uses will continue to be available through the rerouting of traffic to adjacent streets, and permanent access disruptions to existing land uses in the surrounding area will not occur. The parking facility and its associated street closure will not conflict with the surrounding land uses, physically divide an established community, or adversely affect the viability of the existing land uses or create adverse effects to sensitive uses. Therefore, no adverse effects regarding land use compatibility will occur.

Stations

The Pacific/Randolph, Florence/Salt Lake, Gardendale, I-105/C Line, Bellflower, and Pioneer Station will be at-grade with the surrounding uses. The LPA will provide an alternative mode of transportation, and the stations will increase connectivity between communities for residents, employees, and visitors from neighboring communities and the region. The stations are anticipated to become an important junction for residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. The stations will be designed and integrated with the surrounding uses and be compatible with the surrounding land uses. Similarly, with future development efforts at the adjacent Rancho Los Amigos site, the Gardendale Station could lead to additional street-level pedestrian-oriented development that will add vibrancy to the area.

At the I-105/C Line Station, the existing bridge for the freight tracks over the I-105 freeway will be reconstructed and a new bridge for the LRT tracks will be constructed next to the bridge for the freight tracks. The new bridge for the LRT tracks will provide pedestrian access between the I-105/C Line Station north of Century Boulevard, residences north and south of the I-105 freeway, and the new Metro C (Green) Line Station in the median of the I-105 freeway. While the I-105/C Line Station for the LPA will be located at the at-grade portion of the alignment, pedestrian access to the new Metro C (Green) Line Station within the median of the I-105 freeway will be on the new rail bridge for the LRT tracks over the freeway. A pedestrian pathway immediately south of the I-105 freeway between the San Pedro Subdivision ROW and Arthur Avenue will also be created. The new bridge for the LRT tracks and new pedestrian pathway will provide residents south of the I-105 freeway with better access to the new Metro C (Green) Line Station within the I-105 freeway median and the I-105/C Line Station north of the freeway. The new bridge for the LRT tracks and pedestrian

pathway between the San Pedro Subdivision ROW and Arthur Avenue will also better connect the residential neighborhoods north and south of the I-105 freeway.

The stations will not change or impair the function of the surrounding land uses and will not physically divide an established community. Therefore, no adverse effects regarding land use compatibility will occur.

Traction Power Substations Sites

TPSS sites will be located within or directly adjacent to the rail ROW or on sites currently developed with surface parking lots, commercial uses, industrial uses, nursery uses, or vacant lots, and will not be located on residential sites. In some locations, alternate sites are identified for the TPSS. To accommodate for the TPSS sites on commercial and industrial properties, partial or full acquisitions will be required on the identified properties once the TPSS locations are finalized. Since the TPSS sites will be located on acquired properties or within the rail ROW, the TPSS sites will not adversely affect circulation patterns, preclude access to the TPSS sites and adjacent properties, or affect continued use of the TPSS sites and adjacent properties for their designated purposes. Metro will comply with local policies and regulations regarding such improvements outside of the rail ROW. Therefore, the TPSS sites and associated structures will be compatible with adjacent land uses, and no adverse effects regarding land use compatibility will occur.

Bicycle Trails and Bus Stops

The at-grade portion of the LPA will be adjacent to the Paramount Bike Trail and Bellflower Bike Trail, located parallel along and partially within the PEROW. The Paramount Bike Trail segment between Somerset Boulevard and Lakewood Boulevard is located within the PEROW. The LPA will install tracks along the southwest side of the PEROW, which will require the realignment of this segment of the existing bike trail to the north side of the PEROW. This segment of the existing bike trail is located at the end of the Paramount Bike Trail. The relocation of this segment of the Paramount Bike Trail will require users of the bike trail to cross the railroad tracks at Lakewood Boulevard to access the bike trail across the street. Although segments of the Paramount Bike Trail will be realigned, the bike trail will remain operational and will continue to be used by the community. The bike trail relocation will not physically divide the existing bike trail in a manner that will divide the community or affect the character or function of the existing bike trail.

Additionally, the LPA will require realignment of the Bellflower Bike Trail segment east of Bellflower Boulevard on the north side of the PEROW and relocation of a bus stop to accommodate the Bellflower Station platform and tracks. Although segments of the bike trails will be realigned, the bike trail will remain within the PEROW and the function of the bike trail will be maintained. The bike trail and bus stop will continue to be available for use by the community. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will be effective to demonstrate that modifications to the bicycle facilities will maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. The LPA will not require the realignment of the Artesia Historic District Recreation Trail. Changes to the existing trails will not conflict with other uses in the surrounding area, physically divide an established community, change or impair the function of the existing bike trail or surrounding uses, or create new land use incompatibilities. Therefore, no adverse effects regarding land use compatibility will occur.

Summary

The at-grade portions of the alignment will not conflict with or impede the use of the surrounding land uses; change the function of the public street and rail ROWs as transportation corridors; impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses; create new land use incompatibilities in the Affected Area; and physically divide an established community. The at-grade portions of the alignment will provide a regional transit system to serve the residents, visitors, and employees of the surrounding community and cities. Therefore, no adverse effects regarding land use compatibility will occur.

5.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The LPA will be consistent with the SCAG 2016-2040 RTP/SCS and will provide jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the LPA another mode of transportation to access regional destinations and employment areas; and will reduce overall air quality emissions and traffic congestion. The LPA will be consistent with Metro's TOC Policy and will increase transportation ridership and choice; enhance communities surrounding transit; engage organizations, jurisdictions, and the public; and distribute transit benefits to all. Table 5.2 and Table 5.3 provide a consistency analysis with the applicable SCAG 2016-2040 RTP/SCS and Metro TOC guiding policies.

The LPA will also be consistent with the Connect SoCal (SCAG 2020-2045 RTP/SCS), which builds upon the 2016-2040 RTP/SCS and aims to increase the availability and use of public transit and to encourage housing and jobs near transit. In addition, Connect SoCal's guiding polices are substantially consistent with those of the 2016-2040 RTP/SCS, and the underlying principles are still relevant for the Project as a proposed regional transit system. Based on the consistency analysis, the LPA will be consistent with the SCAG 2016-2040 RTP/SCS and the Metro TOC Policy and no adverse effects will occur.

Table 5.2. Project Consistency with SCAG 2016-2040 RTP/SCS

Policy	Consistency Analysis
Policy 1: Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Consistent**. The LPA is a regional LRT system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The LPA is consistent with SCAG's adopted regional Performance Indicators. The LPA 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; meet the Federal Transportation Conformity requirements and the State SB 375 per capita GHG reduction targets; and accommodate substantial future employment and population growth. The MSF will support the LRT system and will not directly provide reliable alternative modes of transportation to the region.
Policy 6: The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Consistent**. The LPA is a regional LRT system that will connect southeast LA County to other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. Through the development of the LPA and use of advanced light rail technologies, the regional transportation system will be improved, and the LPA will support SCAG's regional growth policies. The MSF will support the LRT system, which is anticipated to result in a reduction of single-occupancy vehicle use.
Policy 7: The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**Consistent**. The LPA is anticipated to result in a reduction of single-occupancy vehicle trips as it will provide an LRT system to the LA County region that connects southeast LA County to other portions of LA County and will also connect southeast LA County to other regional and local transit lines, thereby improving air quality in the region. Furthermore, the LPA will incorporate all applicable source reduction and control measures, including the South Coast Air Quality Management District Rule 403 – Fugitive Dust Control, and will strive to identify other programs and actions throughout the life of the LPA so as to improve air quality. The MSF will support the LRT system, which will improve the regional transportation system, which is anticipated to result in a reduction of single-occupancy vehicle trips and improvements in air quality in the region.

Source: SCAG 2016; TAHA 2023
Notes: GHG = greenhouse gases; LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MSF = maintenance and storage facility; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SCAG = Southern California Association of Governments

Table 5.3. Project Consistency with Metro TOC Policy and Implementation Plan

Goals	Consistency Analysis
Goal 1: Increase transportation ridership and choice	**Consistent**. The LPA is a regional LRT system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The LPA will provide reliable, fixed guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities.
Goal 2: Stabilize and enhance communities surrounding transit	**Consistent**. The LPA is a regional LRT system that will connect southeast LA County to other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. Land use patterns surrounding the LPA and the station areas will be guided by the jurisdiction policies. The LPA will support opportunities for the development around station areas where appropriate, while protecting and preserving residential neighborhoods from the encroachment of incompatible land uses.
Goal 3: Engage organizations, jurisdictions, and the public	**Consistent**. The LPA is a regional transportation LRT line that will be affordable, timely, cost-effective, and responsive to growth patterns. Metro is engaging in public outreach and considers community input.
Goal 4: Distribute transit benefits to all	**Consistent.** The LPA is a regional transportation LRT line that will provide reliable, fixed guideway transit service that will increase mobility and connectivity in historically underserved, transit-dependent, and environmental justice communities. See Goal 1 and Goal 2.

Source: Metro 2018b; TAHA 2023
Notes: LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit;

5.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

5.2.3.1 Local Land Use Plans and Policies

The LPA will traverse through or adjacent to the Cities of Los Angeles and Huntington Park, Vernon, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, as well as the unincorporated Florence-Firestone community of LA County. Table 5.4 through Table 5.21 provide a policy consistency analysis with applicable local land use goals, objectives, and policies of the affected cities. As discussed therein, the LPA will be consistent with the overall goals, objectives, and policies as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries.

Table 5.4. Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Consistency Analysis
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.	**Consistent**. Land use patterns surrounding the LPA and the Slauson/A Line Station in the City of Los Angeles will be guided by the policies of the City's General Plan. The LPA will support opportunities for the development of mixed-use boulevards (such as commercial development and structures that integrate commercial, housing, and/or public service uses) in the City of Los Angeles, particularly around the station area.
Goal 3K: Transit stations to function as a primary focal point of the City's development.	**Consistent**. Land use patterns surrounding the LPA in the City of Los Angeles will be guided by policies of the City's General Plan, including the Southeast Los Angeles Community Plan. The LPA will support the City of Los Angeles plans to encourage development (such as higher density development, mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses) near transit stations, including around the Slauson/A Line Station, where appropriate, while protecting and preserving surrounding low-density residential neighborhoods from the encroachment of incompatible land uses. Metro will support the City of Los Angeles plans to incorporate public- and neighborhood-serving uses in structures located in proximity to the Slauson/A Line Station.
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 3.15.2: Work with developers and Metro to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.	
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.	
Mobility Plan 2035	
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent**. The LPA is a regional LRT line that will provide residents, workers, and visitors located within the vicinity of the alignment and station areas with affordable, efficient, convenient, and attractive transit services. The LPA will be following guidance of the MRDC, or equivalent.
Policy 3.5: Support "first-mile, last mile solutions" such as multi-modal transportation services, organizations, and activities in the area around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent**. The LPA is a regional transportation LRT line. The LPA will connect southeast LA County to other portions of LA County and to other regional and local transit lines, in coordination with Metro's overall First/Last Mile Plan.

Goal/Objective/Policy	Consistency Analysis
Policy 3.6: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro rail, and high-speed rail service.	**Consistent**. The LPA will have its northern terminus on Long Beach Avenue south of 55th Street near the existing Metro A (Blue) Line Slauson Station. The proposed Slauson Station/A Line Station will be situated adjacent to the Metro A (Blue) Line Slauson Station and will provide transferring opportunities for Metro riders to connect with other Metro lines to LAUS.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent**. The LPA is a regional transportation LRT line that will connect southeast LA County to other portions of LA County by providing a reliable, fixed guideway transit service that will increase mobility and connectivity of historically underserved communities. It will improve regional transit access and services to major regional destinations, job centers, and inter-modal facilities.
Policy 4.11: Communicate and partner with SCAG, Metro, and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.	**Consistent**. The LPA is a regional transportation LRT line that will connect southeast LA County to other portions of LA County. Metro coordinates with SCAG, affected cities, and local transit operators and will continue to communicate with the affected agencies and jurisdictions to operate a cohesive regional mobility system.

Source: City of Los Angeles 2001 and 2016; TAHA 2023
Notes: LA = Los Angeles; LAUS = Los Angeles Union Station; LPA = Locally Preferred Alternative; MRDC = Metro Rail Design Criteria; SCAG = Southern California Association of Governments

Table 5.5. Project Consistency with the Southeast Los Angeles Community Plan

Goal/Objective/Policy	Consistency Analysis
Policy LU5.3: Encourage mixed-use districts near transit 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 automobile.	**Consistent**. Land use patterns around and surrounding the alignment and the Slauson/A Line Station in the Southeast Los Angeles community will be guided by the policies of the Southeast Los Angeles Community Plan. The LPA will support the City of Los Angeles' plan to encourage mixed-use districts near transit stations to reduce reliance on automobiles.
Policy LU10.4: Develop strategies to reduce vehicle miles traveled (VMT), including locating commercial uses near transit and reducing distances between commercial, job-creating uses and residential areas.	**Consistent**. Land use patterns around and surrounding the alignment and Slauson/A Line Station in the Southeast Los Angeles community will be guided by the policies of the Southeast Los Angeles Community Plan. The LPA will support the City of Los Angeles' plan to locate commercial uses near transit and reducing distances between commercial, job-creating uses and residential areas. Additionally, the LPA will provide an alternative to automobile use and will reduce overall vehicle trips and VMT.
Policy LU18.5: Urge the responsible agencies to fund infrastructure improvements that address safety issues, as well as maintenance and beautification of the Metro Blue Line and freight rail corridor along Long Beach Avenue.	**Consistent**. The northern terminus of the LPA will be on an elevated structure on Long Beach Avenue south of 55th Street adjacent to the Metro A (Blue) Line and Wilmington Branch ROW. The LPA will have a station adjacent to the existing Metro A (Blue) Line Slauson Station. The Slauson/A Line Station will follow guidance of the MRDC. The LPA will incorporate features that address safety issues associated with the alignment.

Goal/Objective/Policy	Consistency Analysis
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. Consult Mobility Hubs Project plans to coordinate improvements especially in the "South Los Angeles Transit Empowerment Zone" Promise Zone.	**Consistent**. The new stations, including the Slauson/A Line Station, will follow guidance of the MRDC, or equivalent, will be pedestrian-friendly, and will connect with the surrounding area. The stations will include station canopies, benches, adequate lighting, information kiosks, ticket vending machines, and bicycle racks. The LPA will support the City of Los Angeles' Mobility Hubs program to integrate different modes of transportation that maximize first- and last-mile connectivity.
Policy LU18.18: Support the development of Mobility Hubs at key destinations, especially near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.	**Consistent**. The LPA will support the City of Los Angeles Mobility Hubs program to integrate different modes of transportation that maximize first- and last-mile connectivity.
Policy LU18.19: Encourage sustainable mobility options including transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro light rail stations and major transit nodes, especially the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.	**Consistent**. The LPA is a regional LRT system that will provide an alternative to single-occupant vehicles for persons who do not have cars or want to use their cars less.
Policy M1.2: Support, wherever feasible, trans-portation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and the transit-dependent population.	**Consistent**. The LPA is a regional LRT system that will provide an alternative to single-occupant vehicles. The LPA will enhance the mobility of young people, senior citizens, disabled persons, and transit-dependent populations.

Goal/Objective/Policy	Consistency Analysis
Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.	**Consistent**. The LPA is a regional LRT system that will facilitate development and public improvements at multi-modal transit nodes or intersections to promote convenient access between new development and the transit system.
Policy M5.3: Support efforts to establish high-speed rail, commuter rail, light rail, or bus rapid transit ways serving the Plan Area.	**Consistent**. The LPA is a regional LRT system that will have a station next to and connecting with the existing Metro A (Blue) Line Slauson Station to serve the residents, employees, and visitors of the Southeast Los Angeles Community Plan Area.
Policy M6.1: Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes, as well as programs to improve transit waiting areas and enhance pedestrian and bike routes connecting to transit areas, Mobility Hubs and other passenger facilities at Metro Expo, Blue, Green, Silver and existing and future Bus Rapid Stations and users of the Slauson Avenue Active Transportation Corridor.	**Consistent**. The LPA is a regional LRT system that will improve regional transit service by providing high-frequency transit service. The stations will facilitate public transit circulation and will provide transit opportunities to cities and communities along the alignment. The Slauson/A Line Station will be located adjacent to the existing Metro A Line Slauson Station and Metro Bus Line 108 Station. The station will follow guidance of the MRDC, or equivalent, and will be compliant with ADA. The station will be designed to be accessible and convenient to people walking or bicycling.
Policy M6.2: Improve pedestrian amenities and urban design on streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.	**Consistent**. The stations, including the Slauson/A Line Station, will follow guidance of the MRDC, or equivalent, so that the stations are designed to be accessible and convenient to people walking or bicycling. Bike racks and lockers and station canopies will be provided. The stations will be designed to be safe, attractive, clearly identifiable, and have user-friendly design amenities.

Source: City of Los Angeles, 2017; TAHA, 2023
Noes: ADA = Americans with Disabilities Act; LPA = Locally Preferred Alternative; MRDC = Metro Rail Design Criteria; VMT = vehicle miles traveled

Table 5.6. Project Consistency with the City of Los Angeles Land Use/Transportation Policy

Objectives	Consistency Analysis
▪ 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 the context of an enhanced urban environment; ▪ Accommodate mixed commercial/residential use development; ▪ Provide for greater localized employment; ▪ Provide for a wide variety of housing for a substantial portion of the projected citywide population; and ▪ Protect and preserve existing single-family neighborhoods.	**Consistent**. The LPA will support the City of Los Angeles' plans to focus growth, increase land use intensity, and promote TODs (which includes mixed commercial/residential development) around transit stations, where appropriate, while preserving existing single-family neighborhoods. The LRT line will also accommodate future employment and population growth that are projected in the area, and the stations will be designed to be pedestrian-friendly. The LPA will be consistent with these objectives.

Source: City of Los Angeles 1993; TAHA, 2023
Notes: LPA = Locally Preferred Alternative; TOD = transit-oriented development

Table 5.7. Project Consistency with the Los Angeles County General Plan 2035

Goal/Policy	Consistency Analysis
Land Use Element	
Policy LU4.4: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Consistent**. The LPA will provide reliable, fixed guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities. Land use patterns around and surrounding the alignment and Slauson/A Line Station in the unincorporated Florence-Firestone community will be guided by the policies of the County's General Plan. The portion of the Slauson/A Line Station that is within the Florence-Firestone community is located within the Slauson Station TOD, which is an area where the county has created development and design standards, as well as incentives, to facilitate transit-oriented development, which will foster economic development growth. The LPA will support LA County's plan to encourage transit-oriented development with appropriate residential density along the alignment and within the station area. The station will follow guidance of the design standards, MRDC, or equivalent, while protecting and preserving surrounding neighborhoods from the encroachment of incompatible land uses.
Goal LU7: Compatible land uses that complement neighborhood character and the natural environment.	
Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers, appropriate technology, building enclosure, and other design techniques.	
Goal ED2: Land use practices and regulations that foster economic development and growth.	

Goal/Policy	Consistency Analysis
Mobility Element	
Goal M4: An efficient multimodal transportation system that serves the needs of all residents.	**Consistent**. The LPA is a regional transportation LRT line that will provide reliable, fixed guideway transit service that will increase mobility and connectivity of all residents in the vicinity of the alignment, including residents in historically underserved, transit-dependent, and environmental justice communities.
Policy M4.1: Expand transportation options that reduce automobile dependence.	**Consistent**. The LPA is a regional transportation LRT line that will provide an alternative to the automobile and is expected to reduce dependence on single-occupancy vehicles.
Policy M4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.	**Consistent**. The LPA is a regional transportation LRT line that will be affordable, timely, cost-effective, and responsive to growth patterns. Metro is engaging in public outreach and considers community input.
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.	**Consistent**. The LPA is a regional transportation LRT line that will provide reliable, fixed guideway transit service that will increase mobility and connectivity in historically underserved, transit-dependent, and environmental justice communities.
Policy M4.9: Support the linkage of regional and community-level transportation systems, including multimodal networks.	**Consistent**. The LPA is a regional transportation LRT line that will provide connections to local transit lines.
Goal M5: Land use planning and transportation management that facilitates the use of transit.	**Consistent**. Land use patterns around and surrounding the alignment and Slauson/A Line Station within the unincorporated Florence-Firestone community will be guided by the policies of the County's General Plan. The portion of the Slauson/A Line Station that is within the Florence-Firestone community is located within the Slauson Station TOD, which is an area where the county has created development and design standards, as well as incentives, to facilitate transit-oriented developments. The LPA will support LA County's land use planning and transportation management efforts to facilitate the use of transit.
Policy M5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.	**Consistent**. Land use patterns around and surrounding the alignment and Slauson/A Line Station within the unincorporated Florence-Firestone community will be guided by the policies of the County's General Plan. The LPA will support LA County's efforts to develop transit-oriented land uses along the alignment and around the Slauson/A Line Station. The station will be designed to be pedestrian-friendly. The LPA will be part of a regional LRT system that provide connections to other regional and local transit lines, in coordination with Metro's overall First/Last Mile Plan.

Goal/Policy	Consistency Analysis
Policy M5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.	**Consistent**. The LPA will maintain transportation ROWs for transportation use. The aerial and at-grade portions of the LPA will be located within an existing rail ROW or public street ROWs.

Source: LA County 2015; TAHA, 2023
Notes: LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria; TOD = transit-oriented development; ROW = right-of=way

Table 5.8. Project Consistency with the Florence-Firestone Community Plan

Goal/Policy	Consistency Analysis
Goal R-2: Development of new higher density housing located near transit stations and along major corridors.	**Consistent**. Land use patterns around and surrounding the alignment and stations in the unincorporated Florence-Firestone community will be guided by the policies of the Florence-Firestone Community Plan. The LPA will support local jurisdiction plans to encourage the development of higher density housing near transit stations and along major corridors.
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 to ensure context-sensitive design.	
Goal CN-1: The transportation network, including bus and rail stations and corridors, are attractive, comfortable, safe, and efficient.	**Consistent**. The LPA is a regional LRT line that will provide residents, workers, and visitors within the LPA vicinity with attractive, comfortable, safe, and efficient transit services. Additionally, the stations will follow guidance of the MRDC, or equivalent, so that the station designs are attractive, comfortable, safe, and efficient.
Goal TD-1: Residents can live, work, learn, and recreate in a transit-oriented community.	**Consistent**. Land use patterns around and surrounding the alignment and Slauson/A Line Station in the unincorporated Florence-Firestone community will be guided by the policies of the Florence-Firestone Community Plan. The LPA will support LA County's plan to encourage the development of a variety of transit-oriented uses around transit stations to support transit use, encourage active transportation, and revitalized station areas. The LPA will also support LA County's plan to promote high density, job-generating uses near the Metro A (Blue) Line Slauson Station. The Slauson/A Line Station will be located adjacent to the existing Metro A (Blue) Line Slauson Station. The stations will follow guidance of the MRDC, or equivalent, so that station designs are accessible by walking or bicycling.
Policy TD-1.3: Encourage new public facilities and open spaces in transit-accessible locations with high pedestrian activity and visibility.	
Policy TD-2.4: Promote locating high density job-generating uses near the Slauson Metro Blue Line Station with a focus on commercial, light industrial, research and development, and office uses.	
Goal TD-3: Development in TODs supports transit use, encourages active transportation connectivity, and revitalizes station areas.	
Policy TD-3.1: Provide neighborhood services and commercial uses near station areas that can be easily accessed by walking or bicycling, including retail goods and services that meet the daily needs of residents and workers.	

Goal/Policy	Consistency Analysis
Policy TD-3.2: Design station area development to support active transportation and connectivity to the pedestrian and bicycle networks.	**Consistent**. The stations, including the Slauson/A Line Station, will follow guidance of the MRDC, or equivalent, so that the stations are accessible by walking or bicycling.
Policy TD 3-5: Support local and regional agencies to improve safety, maintenance, beautification and coordination of services in station areas.	**Consistent**. The stations, including the Slauson/A Line Station, will follow guidance of the MRDC, or equivalent, so that the stations are safe and attractive, and properly maintained.
Policy TD-3.6: Integrate public art throughout TOD areas, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.	**Consistent**. Public art will be installed at station areas and follow guidance of the MRDC, or equivalent, and Metro Art Program Policy.

Source: LA County 2019; TAHA 2023
Notes: LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria; TOD = transit-oriented development

Table 5.9. Project Consistency with the City of Huntington Park General Plan

Goal/Policy	Consistency Analysis
Goal 4.0: To support the use of the public transportation system to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.	**Consistent**. The LPA is a regional LRT system that will provide public transportation services as an alternative to automobile travel. The LPA will provide public transportation services to the residents, employees, and visitors of the City of Huntington Park.
Policy 4.4: Ensure accessibility of elderly and disabled persons to public transportation.	**Consistent**. The stations will be designed per MRDC, or equivalent, and will be compliant with ADA for accessibility by elderly and disabled persons.

Source: City of Huntington Park, 1991; TAHA 2020
Notes: ADA = Americans with Disabilities Act; LPA = Locally Preferred Alternative; LRT = light rail transit

Table 5.10. Project Consistency with the City of Vernon General Plan

Goal/Policy	Consistency Analysis
Circulation and Infrastructure Element	
Goal CI-1: Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.	**Consistent**. The LPA is a regional LRT system that will provide public transportation services as an alternative to automobile travel to residents, employees, and visitors that is safe and efficient.
Policy CI-1.2: Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.	**Consistent**. The LPA is a regional LRT system that will provide public transportation services as an alternative to automobile travel. The LPA will provide public transportation services that will not adversely affect the local street system in the City of Vernon.
Policy CI-1.6: Encourage the continued improvement of services provided by the Los Angeles County Metropolitan Transit Authority to Vernon and adjacent cities to provide good access from home to job and job to home for persons employed in Vernon.	**Consistent**. The LPA is a regional LRT system that will provide public transportation services to residents, employees, and visitors of cities that are along, adjacent to, and in the vicinity of the alignment. The LPA will be adjacent to the City of Vernon.
Resources Element	
Policy R-2.2: Encourage and facilitate the use of public transportation to reduce emissions associated with automobile use**.**	**Consistent**. The LPA will provide an alternative to the automobile, resulting in a reduction in auto trips and VMT, which will reduce overall air quality emissions associated with automobile use. See the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024h).

Source: City of Vernon 2015; TAHA 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit

Table 5.11. Project Consistency with the City of Bell 2030 General Plan

Policy	Consistency Analysis
Mobility and 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, California Department of Transportation (Caltrans), Metro, and EcoRapid Transit.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Bell and other affected cities.

Source: City of Bell 2018; TAHA 2023.
Notes: SCAG = Southern California Association of Governments

Table 5.12. Project Consistency with the City of Cudahy 2040 General Plan

Goal/Policy	Consistency Analysis
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.	**Consistent**. The Florence/Salt Lake and Firestone Stations are both located within 0.5 mile of the City of Cudahy. These stations will serve the residents, visitors, and employees of the City. The stations will follow guidance of the MRDC, or equivalent. Sidewalks and at-grade crossings will be constructed to be ADA compliant to accommodate people with mobility impairment.
Circulation Element	
Goal CE-2: Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements and increased public transit connectivity.	**Consistent**. The LPA is a transportation project that will connect southeast LA County to other portions of LA County, serving adjacent cities and communities. The LPA will provide reliable, fixed guideway transit service that will improve mobility and increase transit connectivity to areas that have been previously underserved by regional transit. Grade crossings along the alignment will be reconstructed to improve safety for vehicles, bicycles, and pedestrians.
Policy CE-2.4: Increase the visibility and quality of public transit stops throughout Cudahy, making public transit use comfortable, accessible, and practical for users of all ages and abilities.	**Consistent**. Although no stations are within the City of Cudahy, all new stations will follow guidance of the MRDC, or equivalent, to improve the quality and visibility of the stations. The stations will be designed to be comfortable, accessible, and practical for users of all ages and abilities.
Policy CE-3: Comprehensive multi-modal transportation routes and facilities that are highly used.	**Consistent**. The LPA is a regional LRT system that will be within the San Pedro Subdivision ROW along the western boundaries of the City of Cudahy and will provide an alternative to automobiles. It will improve mobility and increase transit connectivity to areas that have been previously underserved by regional transit.
Policy CE-3.1: Continue to encourage, promote, and expand the use of alternative modes of transportation, including carpools, vanpools, bus, light rail services, bicycles, and walking.	**Consistent**. The Project is a regional LRT system that will be within the San Pedro Subdivision ROW along the western boundaries of the City of Cudahy and will provide an alternative to automobiles. The Florence/Salt Lake Station in the City of Huntington Park and Firestone Station in the City of South Gate are both located within 0.5 mile of the City and will serve residents in the area.
Policy CE-3.3: Encourage the construction and the operation of a regional rail system (Metro Eco-Rapid Transit) and the development of nearby stations in South Gate and Bell.	

Goal/Policy	Consistency Analysis
Air Quality Element	
Goal AQE-2: Reduced volume of pollutants generated by motorized vehicles.	**Consistent**. The LPA is a regional LRT system that will connect southeast LA County to other portions of LA County. The LPA will provide an alternative to the automobile. The Florence/Salt Lake and Firestone Stations will be located within 0.5 mile of the City of Cudahy and will serve the residents, visitors, and employees of the City that are in proximity of the stations. The LPA is expected to reduce automobile use, which will reduce the volume of pollutants generated by motor vehicles.
Policy AQE-2.1: Increase the number of housing units located near jobs and transit stations/stops through mixed-use and transit-oriented development to reduce vehicle trips.	**Consistent**. The LPA will support the City of Cudahy's plan to increase the number of housing units located near jobs and transit stations through the use of mixed-use and TODs.
Noise Element	
Policy NE-1.4: Consult with responsible federal and state agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail, and public transportation.	**Consistent**. The LPA will provide measures to reduce noise levels at sensitive receptors. See the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024g) for a list of noise mitigation measures that will be implemented.

Source: City of Cudahy 2018; TAHA 2023
Notes: ADA = Americans with Disabilities Act; LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria; TOD = transit-oriented development; ROW = right-of=way

Table 5.13. Project Consistency with the City of South Gate General Plan 2035

Goal/Objective/Policy	Consistency Analysis
Community Design Element	
Objective CD 1.1, Policy P.5: The City should actively support regional transportation decisions that benefit the City and the region.	**Consistent**. The LPA is a regional LRT system that will improve regional transit access to areas that have been previously underserved by regional transit. The LPA will provide an alternative to automobile use and will increase the accessibility of a variety of uses, including employment and commercial centers, institutional uses, and recreational facilities.
Objective CD 1.2, Policy P.1: The City will continue to actively pursue projects and activities that promote the image and identity of the City. These projects include, but are not limited to: ▪ A high speed, grade separated, environmentally friendly transit system along the Union Pacific Railroad right-of-way and the "South Gate Station" multi-modal transportation center. ▪ The expanded availability and use of public transportation and bicycle infrastructure to provide mobility within the City and access to neighboring cities and the region.[1]	**Consistent**. The LPA is a regional LRT system that will improve transit access in the affected cities and LA County region. The Firestone Station is the proposed "South Gate Station" as identified in the General Plan and will be located approximately 400 feet from Atlantic Avenue. The Gardendale Station will be located across the street from the Hollydale Specific Plan area. The Firestone and Gardendale Stations will expand the availability and use of public transportation to provide mobility among city residents, visitors, and employees to other nearby jurisdictions along the alignment, as well as to other transit lines outside of the City.
Goal CD3: Integrated land use and transportation development that encourages walking, biking, and the use of public transportation.	**Consistent**. The LPA will integrate land use patterns adjacent to the alignment and around the station areas guided by the General Plan policies of the affected cities. The Firestone Station will be located within the City of South Gate and, as with all stations, will provide connectivity with the surrounding communities and increase access to other areas of the community. This increase in connectivity will encourage walking, biking, and the use of public transportation. The LPA will also support future plans for TOD in the City, particularly around the station areas.
Objective CD 3.1: Support transit-oriented development in the City.	
Objective CD 3.1, Policy P.1: The City will encourage the use of transportation modes including walking, bus and rail transit, bicycle and shared-ride vehicles that reduce reliance on private vehicles and reduce overall VMT in the City.	**Consistent**. The LPA will provide an alternative to automobile use and will reduce overall vehicle trips and VMT. See Goal CD 3 and Objective CD 3.1.

Goal/Objective/Policy	Consistency Analysis
Objective CD 3.1, Policy P.2: The City will pursue the creation of a transit village at the intersection of Firestone Boulevard and Atlantic Avenue. This transit village should be designed to take maximum advantage of the proposed "South Gate Station" multi-modal facility to be served by the planned high speed, grade separated, environmentally friendly transit on the Union Pacific Railroad right-of-way (ROW) and increased local and regional public bus services. Areas within the future transit village and extending ½ mile walking distance from South Gate Station will be developed with uses and at densities that support a very high level of transit service.	**Consistent**. The Firestone Station is the "South Gate Station" as identified in the General Plan and will be located approximately 400 feet from Atlantic Avenue and will be situated on an aerial structure. The Firestone Station will provide transit services to residents, visitors, and employees of the South Gate community and will complement the development of a transit village as envisioned by the City.
Objective CD 3.1, Policy P.3: The City should consider a bus terminal near the intersection of Atlantic Avenue and Firestone Boulevard.	**Consistent**. The Firestone Station and associated parking facility, in combination with a bus terminal in the area (if developed), will support ridership by improving transit services and access.
Objective CD 3.1, Policy P.4: The City should consider the creation of a transit village in Hollydale between the Imperial Highway and I-105. Areas within ½ mile walk distance of this future transit station will be developed with uses and at densities that support a very high level of transit service.	**Consistent**. The LPA will develop the Gardendale Station on the north side of Gardendale Street, just outside the City of South Gate's boundaries, and the I-105/C Line Station. The Gardendale Station will be located across the street from the Hollydale Specific Plan area, and the I-105/C Line Station will be within this Specific Plan area. These two stations will provide opportunities for the City to develop a transit village in the area.
Objective CD 3.1, Policy P.5: Higher intensity residential and commercial development will be encouraged within ¼ mile of existing and potential future high frequency bus transit corridors, especially in areas where two or more high frequency transit lines cross. These areas include the following intersections: Firestone Boulevard and Atlantic Avenue; Firestone Boulevard and California Street; Firestone Boulevard and Long Beach Boulevard; Long Beach Boulevard and Tweedy Boulevard; Tweedy Boulevard and Atlantic Avenue; Firestone Boulevard and Garfield Avenue; and Garfield Avenue and Imperial Boulevard.	**Consistent**. Land use patterns around and surrounding the alignment and stations within the City of South Gate will be guided by the policies of the City's General Plan. The Firestone Station will be located approximately 400 feet from Atlantic Avenue and will provide high-frequency transit service to residents, visitors, and employees in the surrounding community. The LPA will support the City's plan to encourage higher intensity residential and commercial development within 0.25-mile of the station.

Goal/Objective/Policy	Consistency Analysis
Objective CD 3.1, Policy P.6: New buildings on high-frequency transit lines should be designed to orient toward the transit facility and/or the public street. This includes providing safe and direct pedestrian access between the building and the transit stop.	**Consistent**. Land use patterns around and surrounding the alignment and stations will be guided by the policies of the City's General Plan. The stations will follow guidance of the MRDC, or equivalent, to be pedestrian-friendly with safe pedestrian access to the Firestone Station from Atlantic Avenue and to the Gardendale and I-105/C Line Stations from the Hollydale Specific Plan area.
Gateway District Policy P.2: The City will work with regional transit agencies, including Metro, to pursue a multi-modal transportation facility in subarea 2. The multi-modal station should be pursued even if the high-speed, grade separated transit on the Union Pacific Railroad is not constructed.	**Consistent**. The Firestone Station will be located within Gateway District Subarea 2. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate to develop this station.
Mobility Plan Element	
Goal ME2: Provide a multi-modal transportation environment in the City that provides transportation choices.	**Consistent**. The LPA will provide an alternative to automobile use and will provide alternative transportation choices to residents, visitors, and employees of the City.
Objective ME 2.2: Improve local and regional transit service.	**Consistent**. The LPA is a regional LRT system that will serve communities and jurisdictions that have been underserved by regional transit. The LPA will enhance the existing transit infrastructure.
Objective ME 2.2, Policy 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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate. The LPA is a regional LRT system that will improve regional transit service in the area that will serve residents, visitors, and employees of the City and surrounding communities. The stations will follow guidance of the MRDC, or equivalent, to be pedestrian-friendly and provide safe and direct pedestrian access from nearby residential uses.
Objective ME 2.2, Policy P.2: The City should encourage Metro to enhance regional transit connections in South Gate through additional routes and increased service frequency.	
Objective ME 2.2, Policy 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.	**Consistent**. The Firestone Station and associated parking will be located approximately 400 feet from Atlantic Avenue. Bus stops for three of Metro's bus lines are located at or within walking distance of this station and parking facility.
Objective ME 2.2, Policy 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.	**Consistent**. The LPA will be located along the San Pedro Subdivision ROW, which is referred to as the UPRR ROW in the City of South Gate General Plan. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate.

Goal/Objective/Policy	Consistency Analysis
Objective ME 2.2, Policy P.8: The City should actively promote the use of transit within the City.	**Consistent**. Metro will support the City's objective of promoting the use of transit through the development of the Firestone, Gardendale, and I-105/C Line Stations, which are located within or adjacent to the City.
Objective ME 2.3, Policy P.1: In order to support the goals and policies of the General Plan and the Mobility Element, the City should encourage the land use distribution, development siting, and architectural design of new development that promotes safety, pedestrian friendly design, and access to transit facilities.	**Consistent**. See Objective CD 3.1, Policy P.6. The LPA will support the City's plan to encourage new development that promotes safety, pedestrian-friendly design, and access to transit facilities.
Objective ME 2.3, Policy P.4: The City should require new developments to develop Transportation Demand Management (TDM) programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling, and walking.	**Consistent**. The LPA will provide an alternative to automobile use and is anticipated to have an overall reduction in automobile trips.
Objective ME 2.3, Policy 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.	**Consistent**. Parking at the Firestone Station and will provide 614 parking spaces with vehicular access via Atlantic Avenue. Parking at the I-105/C Line Station that will provide 300 to 360 parking spaces.
Healthy Community Element	
Objective HC 2.3: Improve the transportation system to increase opportunities for physical activity and healthy lifestyles and reduce residents' reliance on cars.	**Consistent**. The LPA will provide an alternative to automobile use and will provide alternative transportation choices to residents, visitors, and employees of the City, thus reducing reliance on cars.
Objective HC 2.3, Policy P.1: The City will promote and support transportation decisions that reduce driving and increase rates of transit use, walking and biking, recognizing that local and regional transportation decisions impact the health of South Gate's residents and workers.	
Objective HC 2.3, Policy P.2: The potential positive and negative health impacts of new transportation projects should be considered prior to approval by the City Council.	**Consistent**. The health effects of the LPA are discussed in various Impact Analysis Reports prepared for the Project. See the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024h), the *West Santa Ana Branch Transit Corridor Project Final Hazardous Materials Impact Analysis Report* (Metro 2024j), and *the West Santa Ana Branch Transit Corridor Project Noise and Vibration Impact Analysis Report* (Metro 2024g).

Goal/Objective/Policy	Consistency Analysis
Objective HC 2.3, Policy P.3: The City will actively promote the goals, objectives, policies and actions in the Mobility Element that encourage positive health outcomes. These include the following: ▪ Creating a connected, balanced and integrated transportation system. ▪ Improving local transit. ▪ Working with regional transit authorities to improve service and access. ▪ Encouraging walking, biking and transit use. Updating street standards to include, where necessary, sidewalks, bicycle facilities, landscaping, safe crosswalks and other design features that promote walking, biking and transit use.	**Consistent**. The LPA is a regional transportation LRT line that will improve regional transit service in the City. The Firestone and Gardendale Stations will follow guidance of the MRDC, or equivalent, to be pedestrian-friendly and accessible. The Firestone Station will be within walking distance to the bus stops of three Metro bus lines near the Firestone Boulevard/Atlantic Avenue intersection. The Gardendale Station will be located across the street from the Hollydale Specific Plan area.
Objective HC 2.3, Policy P.4: The City will promote transit- and pedestrian-oriented development throughout the City.	**Consistent**. See Objective CD 3.1.
Objective HC 7.2, Policy P.1: The City will implement strategies in the Mobility Element that improve air quality through transportation. These include multi-modal transit, reduction of VMT through TDM, and improved bicycle and pedestrian facilities.	**Consistent**. The LPA will provide an alternative to the automobile, resulting in a reduction in auto trips and VMT, which will reduce overall air quality emissions. See the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024h).
Objective HC 7.2, Policy P.8: The City will promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e. compressed natural gas or liquefied natural gas), or that meet or exceed Super Ultra Low Emissions Vehicle emission standards.	**Consistent**. The LPA will be powered by electricity.

Source: City of South Gate 2009; TAHA 2023
Note: [1] Policy P.1 of Objective CD 1.2 lists six other projects. The six projects are not shown because those projects are not related to public transportation.
LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria; TDM = Transportation Demand Management; TOD = transit-oriented development; ROW = right-of=way; UPRR = Union Pacific Railroad; VMT = vehicle miles traveled

Table 5.14. Project Consistency with City of South Gate Gateway District Specific Plan

Goal/Policy/Program	Consistency Analysis
Goal 1, Policy 3: Establish a cohesive public realm linking the future LRT Station to bus stops along Firestone Boulevard and Atlantic Avenue; this may include public plazas, transit plazas, pedestrian connections, or other similar public/semi-public spaces.	**Consistent**. The Firestone Station will be located approximately 400 feet from Atlantic Avenue and will provide transit services to residents, visitors, and employees of the community. Bus stops for three of Metro's bus lines are located within walking distance of the Firestone Station.
Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles travelled.	**Consistent**. The LPA is a regional LRT that will provide an alternative to automobile use and will reduce overall vehicle trips and 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.	**Consistent**. The Firestone Station is the identified Gateway District LRT Station. The station will provide regional accessibility to residents, visitors, and employees of the City. Grade crossings will be improved with new curb ramps, street markings, and pedestrian and vehicle crossing gates for public safety. While land use patterns around and surrounding the alignment and stations within the City of South Gate will be guided by the policies of the City's General Plan, the LPA will promote future development around the Firestone Station area.
Policy 4.4.2.1: Provide adequate parking access.	**Consistent**. Parking will be located adjacent to the Firestone Station and will provide 614 parking spaces with vehicular access via Atlantic Avenue.

Source: City of South Gate, 2017; TAHA, 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit

Table 5.15. Project Consistency with City of South Gate Hollydale Village Specific Plan

Goal/Policy/Program	Consistency Analysis
Goal 5: Address issues and opportunities related to the future Eco-Rapid Transit Stations.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate. The Gardendale Station will be located across the street from the Hollydale Specific Plan area and the I-105/C Line Station will be located within the Specific Plan area. Both stations will serve the residents, visitors, and employees of this area, as well as the surrounding community.
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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the Cities of South Gate and Downey. As part of coordination, the LPA will not preempt future development at the Rancho Los Amigos Campus and in the surrounding area. Instead, the Gardendale Station will be designed to provide pedestrian connections and linkages to the property.
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.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of South Gate during the development of the LPA. Metro will minimize traffic and parking related to the I-105/C Line Station through traffic calming and parking measures. See *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024f).
Goal 6: Promote active transportation and reduce vehicle miles traveled.	**Consistent**. The LPA is a regional LRT system that will provide an alternative to automobile use and will reduce overall vehicle trips and vehicle miles traveled.
Policy 6.2: Enhance access to transit and the future Metro Eco-Rapid Stations.	**Consistent**. The LPA is a regional LRT system that will improve regional transit access to areas that have been previously underserved by regional transit.
Policy 6.3: Provide a connected pedestrian and bicycle network that links together the two planned Eco-Rapid stations, retail and new mixed uses along the corridors, Hollydale Regional Park and Los Angeles River Bike Path and the residential neighborhoods.	**Consistent**. The LPA will connect existing and future planned pedestrian and bicycle networks. Metro planning will continue to coordinate efforts with the City.
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.	**Consistent**. The I-105/C Line Station is located within the Hollydale Village Specific Plan area. Parking at this station will accommodate commuter parking. See *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024f).

Source: City of South Gate 2017; TAHA 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit

Table 5.16. Project Consistency with Downey Vision 2025

Goal/Policy/Program	Consistency Analysis
Land Use Element	
Program 1.2.1.1: Promote project designs that reduce dependency on vehicles and promote pedestrian, transit, and alternate modes of travel.	**Consistent**. The LPA is a regional LRT line that will be an alternative to automobile travel and will reduce dependency on vehicles.
Program 1.2.1.3: Promote commercial and residential uses in proximity to transit stops to reduce dependency on vehicles.	**Consistent**. Land use patterns surrounding the stations will be guided by the policies of the local government's general plan. The Gardendale Station, located near the southwestern boundary of the City of Downey, will promote commercial and residential uses in proximity to transit stops and, in turn, reduce dependency on automobiles.
Circulation Element	
Goal 2.2: Promote the use of alternative modes of travel, other than single-occupant vehicles, to relieve traffic congestion.	**Consistent**. The LPA is a regional LRT line and will promote an alternative mode of travel. It is expected to reduce automobile VMT and relieve traffic congestion.
Policy 2.2.4: Promote public transit as an attractive alternative to vehicular transportation.	
Program 2.2.4.6: Promote and maintain the appearance, cleanliness, and maintenance of transit stops.	**Consistent**. Station areas will be maintained throughout the operational life of the LPA.
Program 2.2.4.7: Coordinate and evaluate with Metro and other public transit authorities to assure their planning efforts will meet the changing and increasing public transit needs of the City, especially along Lakewood Boulevard.	**Consistent**. The LPA is a regional LRT system that will improve regional transit access to areas that have been previously underserved by regional transit. It will be an alternative to single-occupant vehicles. Metro has provided and continues to provide extensive coordination and public outreach with the City of Downey.
Program 2.4.1.1: Coordinate with Caltrans, Metro, SCAG, Gateway Cities Council of Governments and other agencies to promote multi-modal improvement strategies to improve the regional transportation network.	
Program 2.4.1.5: Support regional efforts to develop high-speed trains and other modes of regional travel other than single-occupant vehicles.	
Noise Element	
Program 6.1.1.3: Continue to work with Metro and other transit agencies towards minimizing noise impacts by discouraging the use of local residential streets as transit routes.	**Consistent**. The LPA will travel along the San Pedro Subdivision ROW as it traverses through the City, will be designed per the Metro Rail Design Criteria, and will implement noise reduction measures. See the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024g).

Goal/Policy/Program	Consistency Analysis
Design Element	
Program 8.3.1.6: Encourage the enhancement of views along the railroad ROW visible from street rights-of-way.	**Consistent**. The grade crossing along the San Pedro Subdivision ROW in the City will be improved and will include pedestrian-friendly features visible from the Gardendale Street ROW to direct pedestrians to the Gardendale Station.

Source: City of Downey 2005; TAHA 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit; ROW = right-of=way; VMT = vehicle miles traveled

Table 5.17. Project Consistency with the City of Paramount General Plan

Policy	Consistency Analysis
Policy 6: The City of Paramount will continue to support the development and expansion of the region's public and mass transit system.	**Consistent**. The LPA is a regional LRT system that will provide alternative transportation services to the residents, employees, and visitors of the City of Paramount. The Paramount/Rosecrans Station is near the northwest corner of the Rosecrans Avenue/Paramount Boulevard intersection and will be located within walking distance of the existing local public transit system, including a Metro local bus stop at the corner of the Rosecrans Avenue/Paramount Boulevard intersection. Metro has provided and continues to provide extensive coordination and public outreach with the City of Paramount.
Policy 9: The City of Paramount will continue to support the maintenance and expansion of the existing public 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.	**Consistent**. Land use patterns adjacent to and surrounding the alignment and station within the City of Paramount will be guided by the policies of the City's General Plan. The LPA will support improvements/developments that promote the use of public transportation.
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 (Metro bus service, Long Beach Transit, Green Line, etc.).	**Consistent**. The Paramount/Rosecrans Station will be located near the northwest corner of the Rosecrans Avenue/Paramount Boulevard intersection and will provide improved pedestrian connectivity with the existing local public transit system, including a Metro local bus stop in the vicinity. See Policies 6 and 9.

Source: City of Paramount 2007; TAHA 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit

Table 5.18. Project Consistency with the City of Bellflower General Plan: 1995-2010

Goal/Policy	Consistency Analysis
Goal 1: Provide a comprehensive transportation system for the movement of persons and goods with optimum safety, efficiency, and convenience, and with a minimum of delay and cost.	**Consistent**. The LPA will traverse along an existing rail ROW in the City, which will minimize delay compared to using the street infrastructure. The LPA will provide high-frequency transit service that optimizes safety, efficiency, and convenience. The MSF will support the LRT system.
Policy 1.7: Work with the Southern Pacific Railroad, the Public Utilities Commission, and other responsible agencies to establish grade separations between the diagonal freight rail line and major arterials.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Bellflower, UPRR, the Public Utilities Commission, and other responsible agencies. The LPA does not propose any grade-separated freight railroad crossings within the City of Bellflower. All crossings for freight rail in the City will be at-grade and will be improved with raised medians, street markings, and crossing gates. However, the LPA proposes a grade-separated aerial structure over Flower Street and Woodruff Avenue, which is consistent with this policy.
Goal 3: Provide residents and business occupants in the City of Bellflower with a convenient and viable public transportation system.	**Consistent**. The LPA is a regional LRT system that will improve transit access in the City of Bellflower, its neighboring cities, and the LA County region. The LPA will expand the availability and use of public transportation for the City's residents, visitors, and employees and connections to other nearby cities along the LPA, as well as to other transit lines outside of the City. The MSF will support the regional LRT system.
Policy 3.1: Maintain the current level of transit service provided by the local transit system, and work towards enhancing that system to increase the City's transit mode split.	**Consistent**. The LPA will provide a regional LRT system to the residents, visitors, and employees of the City. The MSF will support the regional light rail system.
Policy 3.2: Promote the development of a multi-modal transit center with downtown redevelopment plans.	**Consistent**. The Bellflower Station will be located at the northern end of the City's downtown. It will be designed per MRDC and will be pedestrian-friendly and connect with the surrounding area.
Goal 4: Encourage the use of alternative and/or non-motorized transportation modes including bicycle and pedestrian travel.	**Consistent**. The LPA will provide an alternative to automobile use and will provide alternative transportation choices to residents, visitors, and employees of the City. The existing Bellflower Bike Trail will still parallel the alignment. The MSF is part of the LRT infrastructure that will provide an alternative to automobile travel.

Goal/Policy	Consistency Analysis
Policy 4.1: Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.	**Consistent**. The LPA will provide an alternative to automobile use, resulting in a reduction in auto trips and VMT, which will reduce congestion, traffic, noise, and air quality impacts related to automobiles. The MSF is part of the LRT infrastructure that will promote the use of public transit rather than automobiles. See the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024f), the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024g), and *the West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024h).

Source: City of Bellflower 1994; TAHA 2023
Notes: LA = Los Angeles; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria; MSF = maintenance and storage facility; ROW = right-of=way; UPRR = Union Pacific Railroad; VMT = vehicle miles traveled

Table 5.19. Project Consistency with the Downtown Bellflower Transit-Oriented Development Specific Plan

Objective/Policy	Consistency Analysis
Land Use Plan Policy 2.3: Coordinate with Metro on a public plaza and an area with shopping, employment, and housing opportunities at the future Bellflower Station.	**Consistent.** The LPA will provide transit services to residents, visitors, and employees of the community around the Bellflower Station area. The LPA will support opportunities for the development around the Bellflower Station, as appropriate
Land Use Plan Objective 3: Create a pedestrian-oriented and active public realm.	**Consistent.** The LPA is a regional LRT system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The LPA will provide reliable, fixed guideway transit service that will increase mobility and connectivity and create a pedestrian-oriented environment for surrounding communities, including Bellflower.
Land Use Plan Policy 3.2: Encourage the investment in public art.	**Consistent**. Public art will be installed at station areas and follow guidance of the MRDC, or equivalent, and the Metro Art Program Policy.
Land Use Plan Policy 3.4: Expand the public gathering space options through the development of the Bellflower Station Plaza and future development opportunities.	**Consistent.** The LPA will provide transit services to residents, visitors, and employees of the community around the Bellflower Station area. The LPA will support opportunities for future development around the Bellflower Station, as appropriate.

Objective/Policy	Consistency Analysis
Mobility Objective 1: Provide and maintain a comprehensive circulation system that improves accessibility to transit, and the safe and efficient movement of all users of the roadway.	**Consistent**. Land use patterns around and surrounding the alignment and the Bellflower Station will be guided by the policies of the Bellflower General Plan and the Downtown Bellflower Transit-Oriented Development Specific Plan Community Plan. The LPA will follow the City's plan to encourage the development of a variety of transit-oriented uses around transit stations to support a comprehensive circulation system that improves accessibility to transit, and the safe and efficient movement of all users of the roadway. The stations, including the Bellflower Station, will follow guidance of the MRDC, or equivalent, so that station designs are accessible by walking or bicycling.
Mobility Policy 1.1: Implement complete streets designs that contribute to a multi-modal transportation system.	
Mobility Policy 1.2: Ensure that roadway improvements allow for easier, safer, and more efficient transit operations, as well as improved passenger safety and accessibility.	
Mobility Policy 1.5: Maintain existing on street parking when feasible.	**Consistent**. Parking at this station will accommodate commuter parking. No street parking will be eliminated through construction of the Bellflower Station.
Mobility Objective 2: Provide safe, well connected, and accessible bikeway and pedestrian network.	**Consistent**. The stations, including the Bellflower Station, will follow guidance of the MRDC, or equivalent, so that the stations are safely accessible by walking or bicycling.
Mobility Policy 2.1: Establish a connected pedestrian and bicycle network that links the Downtown Bellflower Transit Station, the Regional Bus Station, the local bus station, residential neighborhoods, local schools, and retail corridors.	**Consistent**. Land use patterns around and surrounding the alignment and the Bellflower Station will be guided by the policies of the Bellflower General Plan and the Downtown Bellflower Transit-Oriented Development Specific Plan Community Plan. The LPA will follow the City's plan to support a comprehensive circulation system as well as connections to other transportation links. The LPA will support the City's plans to integrate different modes of transportation that maximize first- and last-mile connectivity.
Mobility Policy 2.2: Complete bicycle infrastructure improvements that respond to the recommendations from the Bellflower-Paramount Bike & Trail Master Plan. Any recommended improvements require City approval prior to consideration.	
Mobility Policy 2.3: Establish and maintain attractive and functional sidewalks that maximize accessibility, enhance the pedestrian environment, and foster social interaction.	**Consistent**. The Bellflower Station will serve the residents, visitors, and employees of the City. The station will follow guidance of the MRDC, or equivalent. Sidewalks and at-grade crossings will be constructed to be ADA compliant to accommodate people with mobility impairment.
Mobility Policy 2.4: Incorporate pedestrian amenities into the area around the future Bellflower Boulevard Transit station such as kiosks, benches, tables, and landscaping.	**Consistent**. The stations, including the Bellflower Station, will follow guidance of the MRDC, or equivalent, will be pedestrian-friendly, and will connect with the surrounding area. The stations will include station canopies, benches, adequate lighting, information kiosks, ticket vending machines, and bicycle racks. The LPA will support the City's plans to integrate different modes of transportation that maximize first- and last-mile connectivity.

Objective/Policy	Consistency Analysis
Mobility Policy 2.5: Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards.	**Consistent**. The stations, including the Bellflower Station, will follow guidance of the MRDC, or equivalent, so that the stations are designed to be accessible and convenient to people walking or bicycling. Bike racks and lockers and station canopies will be provided. The stations will be designed to be safe, attractive, clearly identifiable, and have user-friendly design amenities.

Source: City of Bellflower 2019; TAHA 2023
Notes: ADA = Americans with Disabilities Act; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria

Table 5.20. Project Consistency with the City of Cerritos General Plan

Goal/Policy	Consistency Analysis
Circulation Element	
Policy CIR-6.6: Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the freeway interchanges and within village centers.	**Consistent**. The LPA will improve regional transit service in the City. No transit stations are within the city limits; however, Pioneer Station is next to the City's boundaries and will provide increased public access to the surrounding communities and cities.
Goal CIR-8: Strive to achieve a public transportation system which serves the needs of the community, is accessible to all, and is a viable alternative to the single-occupant vehicle.	**Consistent**. The LPA is a regional LRT system that will be an alternative to single-occupant vehicles. The LPA will provide residents, visitors, and employees of the City with greater access to the region. The stations will be designed to be ADA compliant for accessibility by elderly and disabled persons. The stations will follow guidance of the MRDC, or equivalent, to be pedestrian-friendly and accessible.
Policy CIR-8.2: Promote an increase in the use of public transit and para-transit services.	**Consistent**. The LPA is a regional LRT system that will improve regional transit service in the City. One station is next to the boundaries of the City. The station will follow guidance of the MRDC, or equivalent, to include pedestrian pathways and pedestrian-friendly amenities to support ridership of the LPA.

Source: City of Cerritos 2004; TAHA 2023
Notes: ADA = Americans with Disabilities Act; LPA = Locally Preferred Alternative; LRT = light rail transit; MRDC = Metro Rail Design Criteria

Table 5.21. Project Consistency with the City of Artesia General Plan 2030

Goal/Policy	Consistency Analysis
Circulation and Mobility Sub-Element	
Community Policy CIR 4.2: Encourage practices which reduce dependency on single-occupant vehicle trips.	**Consistent**. The LPA is a regional LRT system that will provide an alternative to single-occupant vehicles, thereby reducing overall vehicular trips and VMT. The LPA will increase access to alternative modes of transportation, including bicycle paths such as the Artesia Historic District Recreation Trail.
Policy Action CIR 4.2.4: Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, bicycling and TDM plans and programs.	
Community Goal CIR 5: Increased awareness and use of alternate forms of transportation to circulate in the City and to/from surrounding communities.	**Consistent**. Metro has provided and continues to provide extensive coordination and public outreach with the City of Artesia and other responsible agencies during the planning stages of the LPA.
Community Policy CIR 5.1: Promote the use of public transit.	**Consistent**. See Policy CIR 4.2 and Goal CIR 5.
Community Goal CIR 6: Coordination and partnerships with surrounding cities and regional agencies provides for an efficient and effective circulation system.	**Consistent**. See Goal CIR 5.
Community Policy CIR 6.3: Continue to foster partnerships with adjoining cities and regional agencies, as well as utility companies and transportation agencies with rights-of-way within the City, in order to facilitate transit opportunities.	**Consistent**. See Goal CIR 5.
Policy Action CIR 6.3.1: Review and participate in planning for future transit hubs to ensure Artesia's interests are represented.	**Consistent**. See Goal CIR 5.
Air Quality and Climate Change Sub-Element	
Policy Action AQ 2.1.1: Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.	**Consistent**. See CIR 4.2.
Policy Action AQ 2.1.6: Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.	**Consistent**. See Goal CIR 5.

Goal/Policy	Consistency Analysis
Policy Action AQ 2.2.3: Increase residential and commercial densities around transit facilities and major corridors.	**Consistent**. Land use patterns adjacent to and surrounding the alignment and stations will be guided by the policies of the local government's general plan. The Pioneer Station will be located at the northeastern end of the area that is designated as South Street Gateway Commercial by the City's General Plan Land Use Element. According to the City's General Plan, the South Street Gateway Commercial area will encourage higher intensity, integrated developments. The Pioneer Station will provide opportunities for this area to be developed with higher residential and commercial densities.
Sustainability Element	
Community Goal SUS 5: Reduce congestion within the city and maximize alternative forms of transportation.	**Consistent**. See Policy CIR 4.2.
Policy Action SUS 5.1.7: Coordinate with regional agencies to provide convenient access to commuter rail and other transit opportunities.	**Consistent**. See Goal CIR 5.

Source: City of Artesia 2010; TAHA 2023
Notes: LPA = Locally Preferred Alternative; LRT = light rail transit; VMT = vehicle miles traveled

The Florence-Firestone Community Standards District includes regulations that supplement the countywide zoning and subdivision regulations. All development within the Florence-Firestone community will be required to comply with the regulations contained within this community standards district. The LPA will support the county's regulations for the Florence-Firestone Community Standards District.

The *City of Cudahy 2040 General Plan* Circulation Element provides policies that support and facilitate bicycle travel throughout the city. Policy CE-3.2 is to develop and maintain a comprehensive bicycle and pedestrian network that connects local destinations to neighborhoods. However, the LPA could potentially preempt future development and implementation of a planned Class I bicycle path within the San Pedro Subdivision ROW along Salt Lake Avenue, identified in the *City of Cudahy 2040 General Plan* Circulation Element. The affected San Pedro Subdivision ROW extends through the Cities of Cudahy, Huntington Park, and Bell and will also affect these cities. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The two LRT tracks and the relocation of the freight tracks within the San Pedro Subdivision ROW could potentially preempt future development and implementation of a Class I bicycle path within the rail ROW along Salt Lake Avenue in the City of Cudahy. The San Pedro Subdivision ROW will not have adequate space to accommodate a planned Class I bicycle path along Salt Lake Avenue. However, there is sufficient space for the city to accommodate a planned Class II or Class III bicycle path along Salt Lake Avenue, parallel to the San Pedro Subdivision ROW. Converting the proposed Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue will keep the bicycle network connected within the city.

Converting the proposed Class I bicycle path will be consistent with the *City of Cudahy 2040 General Plan* Circulation Element's Policy CE-3.2 to develop and maintain a comprehensive bicycle and pedestrian network that connects local destinations to neighborhoods. Metro will continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the *City of Cudahy 2040 General Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative. The LPA will result in an inconsistency with the current local plan and an adverse effect will occur.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, will support preparation of amended language for the general plan demonstrating that a planned bicycle facility could still achieve the city's mobility and connectivity goals. However, because the process to amend the general plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects will remain for the LPA related to consistency with the *City of Cudahy 2040 General Plan*.

5.2.3.2 Bicycle Master Plans

City of Los Angeles 2010 Bicycle Master Plan

The City of Los Angeles *2010 Bicycle Master Plan* (City of Los Angeles 2011) includes several goals and objectives related to the overall alternative transportation network in the City of Los Angeles. These include:

- Goal 1 – Increase the number and types of bicyclists who bicycle in the City
- Objective 1.1 – Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles
- Objective 1.2 – Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities citywide
- Objective 1.3 – Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system
- Objective 1.4 – Encourage and facilitate bicycle riding as an important mode of personal transportation, as well as a pleasant source of outdoor exercise
- Goal 2 – Make every street a safe place to ride a bicycle
- Goal 3 – Make the City of Los Angeles a bicycle-friendly community
- Objective 3.3 – Provide a safe and comfortable Class I Bikeway and park experience for all users

Additionally, the city's *2010 Bicycle Master Plan* identifies a future bicycle lane along Long Beach Avenue between Washington Boulevard and Slauson Avenue. Metro continues to coordinate with jurisdictions and local agencies so that the LPA does not preempt future development, goals, objectives, and plans within each jurisdiction. The Slauson/A Line Station will be designed per MRDC, or equivalent, will be pedestrian and bicycle friendly, and will integrate safety measures for transit users and bicyclists. The LPA will be generally within existing rail and street ROWs. The LPA will connect with local transit lines and bicycle facilities, which will increase the number and type of bicyclists, expand bicyclists' range and mobility option, facilitate bicycle riding, and create a bicycle-friendly community. As Metro

continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects will not occur.

Los Angeles County 2012 Bicycle Master Plan

The *County of Los Angeles 2012 Bicycle Master Plan* (LA County 2012) includes several policies related to the overall alternative transportation network in the county and community engagement. Applicable policies include:

- Policy 1.3 – Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations
- Policy 2.2 – Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming
- Policy 2.4 – Evaluate impacts on bicyclists when designing new or reconfiguring streets
- Policy 4.2 – Encourage non-automobile commuting

The LPA will be consistent with the *County of Los Angeles 2012 Bicycle Master Plan* policies as Metro continues to coordinate with jurisdictions and local agencies so that the LPA does not preempt future development, goals, and plans within each jurisdiction. The LPA will be located primarily within the existing rail ROW within the unincorporated Florence-Firestone community, and no bicycle facilities are proposed along the rail ROW within the unincorporated Florence-Firestone community. The LPA will improve and provide greater transit opportunities to residents, visitors, and employees of this jurisdiction, as well as the other affected jurisdictions. The Slauson/A Line Station will be designed per MRDC, or equivalent, will be pedestrian and bicycle friendly, and will integrate safety measures for transit users and bicyclists. Bicycle facilities will be provided at the Slauson/A Line Station. The station areas will be pedestrian-friendly and will integrate safety measures for transit users and bicyclists. The LPA, including the Slauson/A Line Station will encourage non-automobile commuting. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects will not occur.

City of Huntington Park Bicycle Transportation Master Plan

The *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014) provides objectives and policies that support and facilitate bicycle travel throughout the city. The applicable overall alternative transportation objectives and policies include:

- Policy 1.1 – Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers and promote bicycling to these destinations
- Objective 1.3 – Coordinate with developers to provide bicycle facilities that link to key destinations and encourage increased bicycling
- Objective 2.2 – Encourage the adoption of alternative street standards that improve safety for all users such as lane reconfiguration and traffic calming

The LPA could preempt or obstruct future development and implementation of planned bike paths identified in the *city's Bicycle Transportation Master Plan*. Similar to the City of Cudahy, the San Pedro Subdivision ROW along Salt Lake Avenue will not have adequate space to accommodate a bicycle path, tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The *City of Huntington Park Bicycle Transportation Master Plan* identifies a planned Class I bicycle path along Randolph Street from the western to the eastern city limits and along Salt Lake Avenue from Bell Avenue to Santa Ana Street. The San Pedro Subdivision ROW along Salt Lake Avenue will not have adequate space to accommodate a planned Class I bicycle path shown in the bicycle master plan. However, the adjacent Salt Lake Avenue will have sufficient space to accommodate a planned Class II or Class III bicycle path parallel to the San Pedro Subdivision ROW. Converting the proposed Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue will keep the bicycle network connected within the city.

Overall, the LPA will be consistent with the applicable *objectives and policies of the city's Bicycle Transportation Master Plan*. However, the LPA will result in an inconsistency with the current local plan and an adverse effect will occur. Metro will continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the *City of Huntington Park Bicycle Transportation Master Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, will support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects will remain for the LPA related to consistency with the *City of Huntington Park Bicycle Transportation Master Plan*.

City of Vernon Bicycle Master Plan

The *City of Vernon Bicycle Master Plan* (City of Vernon 2017) provides goals, objectives, and strategies to guide the development and implementation of the city's bicycle network and programming. The goals, objectives, and strategies direct the way public improvements are made, where resources are allocated, and how programs are operated. The applicable objectives and strategies include:

- Objective 1.A: Plan, design, construct and manage a comprehensive transportation network that integrates all modes of transportation
- Strategy 1.A.1: Add bicycle facilities where there is available right-of-way as part of upgrades or resurfacing of existing roadways
- Strategy 1.A.2: Coordinate with Metro and other regional rail providers to establish appropriate designs for existing and future transit stops and station accessways
- Strategy 1.B.5: Work with transit agencies to promote first and last mile connections to transit stops
- Objective 4.C: Facilitate non-motorized travel to transit stations and stops
- Strategy 4.C.1: Coordinate with Metro, California Department of Transportation (Caltrans) and the Gateway Cities Council of Governments to encourage bicycle and transit use

The *City of Vernon Bicycle Master Plan* does not propose any new bikeways in the city. However, it identifies regional planning efforts that have proposed bikeways within the city. The *City of Vernon Bicycle Master Plan* identifies a potential bikeway along Randolph Street, which is proposed under the Metro Active Transportation Rail to River Corridor project. The bikeway along Randolph Street is one of several bike path alternatives proposed by the Metro Active Transportation Rail to River Corridor project, of which only one bike path will be selected. The LPA will be consistent with the applicable *City of Vernon Bicycle Master Plan* objectives and strategies as Metro continues to coordinate with jurisdictions and local agencies so the LPA does not preempt future development, goals, and plans within each jurisdiction. The LPA will be located primarily within the existing La Habra Branch ROW in the City of Huntington Park, adjacent to the City of Vernon's southern boundary. The LPA will connect with local transit lines and bicycle facilities. The LPA will integrate safety measures for transit users and bicyclists. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects will not occur.

City of Bell Bicycle Master Plan

The *City of Bell Bicycle Master Plan* (City of Bell 2016) provides programs and policy recommendations based on four criteria: education, encouragement, enforcement, and evaluation. Additionally, the Bicycle Master Plan recommends a Class I bikeway along Salt Lake Avenue between Gage Avenue and Florence Avenue on the east side of the street within the curb or adjacent to the railroad. The LPA could preempt or obstruct future development and implementation of a planned bike path identified in the *City of Bell Bicycle Master Plan*. Similar to the Cities of Cudahy and Huntington Park, the San Pedro Subdivision ROW along Salt Lake Avenue will not have adequate space to accommodate a bicycle path, tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy). The two LRT tracks and the relocation of the freight tracks within the San Pedro Subdivision ROW could potentially preempt future development and implementation of a Class I bicycle path along Salt Lake Avenue in the city. However, there is sufficient space for the city to develop a Class II or Class III bicycle path along Salt Lake Avenue, parallel to the San Pedro Subdivision ROW. Converting the planned Class I bicycle path into a Class II or Class III bicycle path along Salt Lake Avenue will keep the bicycle network connected within the city.

Overall, the LPA will be consistent with the *City of Bell Bicycle Master Plan*. However, the LPA will result in an inconsistency with the current local plan and an adverse effect will occur. Metro will continue extensive coordination with the city to minimize potential adverse effects to the future implementation of the *Bicycle Master Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, will support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including

public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects will remain for the LPA related to consistency with the *City of Bell Bicycle Master Plan*.

City of South Gate Bicycle Transportation Plan

The *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012) includes several goals and policies related to the overall alternative transportation network in the city. These include:

- Goal 1 – Create an environment where people of all ages can circulate safely and easily on a bicycle
- Policy 3 – The City will take steps to enhance bicycle safety
- Policy 6 – The City will ensure that new development is bikeable, walkable, and barrier-free

The LPA could preempt or obstruct future development and implementation of a planned bike path identified in the *City of South Gate Bicycle Transportation Plan*. The San Pedro Subdivision ROW between Ardmore Avenue and Century Boulevard will not have adequate space to accommodate a bicycle path, tracks, and relocated freight tracks. The preempted planned bike path is described as follows:

Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate). The *City of South Gate Bicycle Transportation Plan* identifies a planned bi-directional Class I bicycle path within the San Pedro Subdivision ROW between Ardmore Avenue and Century Boulevard. The two LRT tracks and the relocation of the freight tracks within the San Pedro Subdivision ROW will not have adequate space to accommodate the two LRT tracks, relocation of the freight tracks, and a planned Class I bicycle path north of Rayo Avenue and south of the LA River. However, there will be sufficient space along Salt Lake Avenue for the city to accommodate a planned Class II or Class III bicycle path along the street.

Overall, the LPA will be consistent with the applicable *City of South Gate Bicycle Transportation Plan* objectives and policies. However, the LPA will result in an inconsistency with the current local plan and an adverse effect will occur. Metro will continue extensive coordination with the city to minimize potential adverse effects to the future implementation of planned bicycle trails identified in the City *of South Gate Bicycle Transportation Plan*. While planned, the bike facility is a concept in the local plan and is not funded nor scheduled for implementation in local capital improvement budgets/programs. Therefore, the planned bike facility is remote and speculative.

Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans with each city. As part of this effort, Metro, as appropriate, will support preparation of amended language for the bicycle master plan demonstrating that planned bicycle facilities could still achieve the city's mobility and connectivity goals. However, because the process to amend the bicycle master plan is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects will remain for the LPA related to consistency with the *City of South Gate Bicycle Transportation Plan*.

City of Downey Bicycle Master Plan

The primary goals of the *City of Downey Bicycle Master Plan* (City of Downey 2015), approved in July 2015, are to provide a safe, efficient, and connected network of bicycle facilities that residents and stakeholders can enjoy for a variety of purposes. The bicycle master plan proposes a Class II bikeway along Gardendale Street and a Class II bikeway that connects the Old River School Road at Imperial Highway to the San Pedro Subdivision ROW at Gardendale Street, which is where the Gardendale Station will be located. The alignment and components for the LPA will be consistent with the applicable *City of Downey Bicycle Master Plan* goals as Metro continues to coordinate with jurisdictions and local agencies so that the LPA does not preempt future development, goals, and plans within each jurisdiction. The LPA will be located primarily within the existing San Pedro Subdivision ROW in the City of Downey and will connect with local transit lines and bicycle facilities. The LPA will improve and provide greater transit opportunities to residents, visitors, and employees in the City of Downey. The station areas, including the Gardendale Station, will be pedestrian-friendly and will implement safety measures for transit users and bicyclists. As Metro continues extensive coordination with local jurisdictions regarding local plans and policies, adverse effects will not occur.

Bellflower-Paramount Active Transportation Plan

The *Bellflower-Paramount Active Transportation Plan* (ATP) (Cities of Bellflower and Paramount 2019) provides planning guidance to increase safety for roadway users and identifies improvements that make multi-modal transportation safe in the Cities of Bellflower and Paramount. The ATP identifies the network of walkways and bikeways to connect neighborhoods to designations, safe routes to school improvements, and end-of-trip facilities in the Cities of Bellflower and Paramount. This includes connecting the PEROW with the San Gabriel River and Los Angeles River Bicycle Trails. The ATP also includes a list of prioritized citywide projects and recommended policies that support active transportation infrastructure and programs. The ATP supersedes the *Bellflower-Paramount Bike and Trail Master Plan*, which served as a foundation for the development of this ATP.

The ATP evaluated the existing roadway conditions, demographics, land use, and potential right-of-way opportunities in Bellflower, Paramount, and the adjacent region to understand the roadway network and development and recommend pedestrian and bicycle projects for the two cities. The ATP includes the Paramount Bike Trail extending from the LA River to Lakewood Boulevard that provides an enhanced east-west connection for residents to access Paramount Park, Paramount Park Middle School, Paramount High School, nearby commercial uses, places of worship, a WSAB transit stop, the LA River Bike Trail, and the Bellflower Bike Trail. The ATP also includes the Bellflower Bike Trail.

The LPA will be located entirely within the PEROW, adjacent to the Paramount Bike Trail and Bellflower Bike Trail located parallel along and partially within the PEROW. As discussed in Section 5.2.1.2, with implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) to maintain connectivity with the bike trails, changes to the Paramount Bike Trail and Bellflower Bike Trail will not physically divide the community, affect the character of the existing bike trails, and nor result in inconsistencies with the *Bellflower-Paramount ATP*. Therefore, no adverse effect will occur.

5.2.3.3 Future Planning and Projects in the Project Vicinity

As previously discussed in Section 3.5, several major transportation and alternative transportation plans and projects, including bicycle plans, regional- transportation plans, and city-funded and Metro-funded TOD plans are currently being studied in several jurisdictions. Metro continues to coordinate with the jurisdictions and local agencies so that the LPA will be consistent with the overall goals and missions of such plans and projects. No adverse effects are anticipated.

5.3 Design Option: Close 186th Street

5.3.1 Land Use Compatibility

The design option to close 186th Street but introduce an at-grade crossing at 187th Street at the PEROW would not change or impair the function of the streets, PEROW, and surrounding uses. Similar to the LPA without the design option, the LPA with the design option would not divide an established community. The design option would not result in permanent access disruptions to existing land uses as access to the surrounding uses would continue to be available through routing of traffic to adjacent streets. Therefore, no adverse effects associated with land use compatibility would occur for this design option.

5.3.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The LPA with the design option would be consistent with applicable SCAG 2016-2040 RTP/SCS and Connect SoCal policies. The design option would support the LPA as an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the Project access to regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse effects would occur.

5.3.3 Consistency with Local Land Use Plans, Policies, and Regulations

The LPA with the design option would provide an alternative to automobile travel that reduces dependency on single-occupant vehicles. The design option would be consistent with the City of Artesia General Plan 2030. However, similar to the LPA without the design option, as described above, the LPA with the design option could preempt future development and implementation of other planned bike paths in cities along the LPA alignment. Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects related to consistency with local land use plans would remain.

5.4 Maintenance and Storage Facility

5.4.1 Land Use Compatibility

The MSF site is city-owned, designated as Open Space by the City of Bellflower, and currently leased by the city for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). The MSF site is bounded by Somerset Boulevard to the north and multi-family residential uses north of Somerset Boulevard, single-family residential uses to the east, a dog park at the southeastern corner, the San Pedro Subdivision ROW and Bellflower Bike Trail to the south, and a mobile home community and industrial uses to the west.

The existing walls and fencing along the perimeter of the MSF site are likely to remain with implementation of the MSF. If these barriers are removed, other types of security barriers will be installed along the perimeter of the site under the guidance of the MRDC, or equivalent, and will not physically divide the surrounding community. As all functions of the MSF will be located within the facility and the lead tracks will be located within the PEROW, operation of the MSF will not conflict with and will not change or impair the function of the surrounding land uses. Although Metro transportation projects are not required to adhere to local land use regulations, Metro will comply with local policies and regulations regarding off-site improvements.

The Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue is located within the PEROW and south of the MSF site. This segment of the PEROW may not have sufficient room to accommodate the MSF lead tracks and LRT tracks, as well as operate the Bellflower Bike Trail safely. This may require a realignment in this segment of the Bellflower Bike Trail to maintain connectivity with the Paramount Bike Trail west of Lakewood Boulevard and the other segments of the Bellflower Bike Trail.

Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will be effective to demonstrate that modifications to the bicycle facilities will maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. Thus, as all functions of the MSF will be located within the facility and the lead tracks will be located within the PEROW, the MSF will not conflict with and will not change or impair the function of the surrounding land uses. Similarly, the MSF will not create any new land use incompatibilities in the surrounding area or physically divide an established community. Therefore, no adverse effects will occur.

5.4.2 Consistency with Regional Land Use Plans, Policies, and Regulations

The MSF in the City of Bellflower will be an integral part of the LPA's infrastructure and will support the maintenance and operations of the light rail system. The MSF will be consistent with SCAG 2016-2040 RTP/SCS regional growth policies (see Table 5.2) and similar Connect SoCal policies. The MSF will support the maintenance, storage, and operations of the LRT system, which will improve the regional transportation system, and will support SCAG mobility goals by providing a reliable, alternative mode of transportation to the region. Therefore, no adverse effects related to land use will occur.

5.4.3 Consistency with Local Land Use Plans, Policies, and Regulations

The MSF would be generally consistent with applicable goals and policies of the *City of Bellflower General Plan: 1995-2020* (see Table 5.18). The MSF will support the LRT system and the expansion, availability, and use of public transportation in the cities and neighboring cities through which the alignment will traverse. However, as previously discussed, the site is city-owned, designated as Open Space, and is currently leased by the city to a private party for use as a recreational commercial business. The City of Bellflower has confirmed that the site currently operates as a commercial business, that the property is not designated as a significant park or recreation area, and is not designated as having an important role in meeting the park and recreation objectives of the city. Metro is coordinating with the city to develop an MSF on this site. Based on this coordination, it is anticipated that the city will amend the General Plan so that the MSF facility use will be consistent with an appropriate city land use designation. Therefore, the MSF will not result in adverse effects related to consistency with local land use plans, policies, and regulations.

The MSF will be located adjacent to the Paramount Bike Trail and Bellflower Bike Trail and partially within the PEROW. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), connectivity with the bike trails will be maintained, changes to the Paramount Bike Trail and Bellflower Bike Trail will not physically divide the community, will not affect the character of the existing bike trails, and will not result in inconsistencies with the *Bellflower-Paramount ATP*. Therefore, with implementation of mitigation, impacts for the MSF as it relates to the land use of the site will be less than significant.

5.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three USACE facilities: the Los Angeles River just west of I-710, the Rio Hondo Channel just east of I-710, and the San Gabriel River channel just west of I-605. All three river channels are concrete-lined and are operated and maintained by LA County. Land uses and communities surrounding the new aerial structures have been developed around the rail ROWs and the USACE facilities. The aerial structures over the USACE facilities will be part of a transit system to serve the residents, visitors, and employees of the surrounding community and cities. As discussed in Section 5.2.2 and 5.2.3, the LPA would be generally consistent with regional and local plans. Therefore, no adverse effects will occur during operation of the LPA at the USACE facilities.

5.6 California Department of Transportation Facilities

The LPA alignment will cross the following Caltrans facilities from north to south: I-710, I-105, SR-91, and I-605. Land uses and communities surrounding these facilities have been developed around the rail ROWs and the Caltrans facilities. The LPA is a transit system to serve the residents, visitors, and employees of the surrounding community and cities and will not conflict or impede with the function of the Caltrans facilities. As discussed in Section 5.2.2 and 5.2.3, the LPA would be generally consistent with regional and local plans. Therefore, no adverse effects will occur during operation of the LPA crossings of the I-710, I-105, SR-91, or I-605.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, land use impacts are also analyzed in accordance with the *CEQA Guidelines*.

6.1 Threshold LU-1: Would the Project physically divide an established community?

6.1.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed and existing land uses would remain unchanged; no properties would be acquired for the LPA; no structures along the LPA alignment would be demolished; and no new structures would be constructed that would divide an established community. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Bike paths proposed within or along the rail ROW could potentially be built and implemented within the rail ROW or along the public ROW that parallels the rail ROW. These bike paths would enhance the existing active transportation corridors for the cities and would not physically divide a community. Therefore, no impact would occur, and no mitigation measures are required.

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

The LPA could divide an established community if physical barriers are introduced that will affect access between existing communities and neighborhoods in the Affected Area. Additional information regarding this topic is described in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024l). Generally, existing development around the at-grade and aerial portions of the LPA have been built around the rail ROWs, which physically separate the neighborhoods and communities within the Affected Area. Table 6.1 summarizes the types of barriers that could be introduced by the LPA.

The LPA will introduce safety barriers designed following guidance of the MRDC, or equivalent, along the alignment and stations to hinder illegal crossing of the rail tracks. In addition, pursuant to Mitigation Measures NOI-1 (Soundwalls) and NOI-5 (Freight Track Relocation Soundwalls), the LPA will introduce soundwalls along the alignment to reduce noise associated with LRVs and the relocated freight tracks to nearby sensitive receptors. The safety barriers and soundwalls will be located within the existing rail ROWs and are not expected to physically divide an established community because safe access and crossings throughout the community will be maintained at intersections and crosswalks.

Table 6.1. New Physical Barriers within Affected Area

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Southeast Los Angeles	0.2	25%	None; Alignment elevated above rail and street ROWs.	0	0	No
Florence-Firestone	0.3	0 %	Vehicle turn restrictions (right-in/right-out) at Wilmington Ave/Randolph St since retaining fill from aerial structure will be placed at the intersection. Access will be maintained through routing of traffic within local streets.	1 [2]	0	No
Huntington Park	3.5	40%	Grade crossing closures will result in vehicle turning restrictions at Randolph St/Wilmington Ave, Randolph St/Regent St, Randolph St/Malabar St, Randolph St/Rita St, and Randolph St/Arbutus Ave. Vehicle turn restrictions will also occur along Randolph St at Santa Fe Ave, Pacific Blvd, Miles Ave, and State St. Truck turning restrictions will occur at Randolph St/Pacific Blvd, Randolph St/Seville Ave, Randolph St/Miles Ave, and Salt Lake Ave/Santa Ana St. At intersections with grade crossing closures and vehicle turn restrictions, access will be maintained through routing of traffic within local streets. Safety barrier where La Habra Branch ROW and San Pedro Subdivision ROW parallels Randolph St and Salt Lake Ave, respectively. Along Salt Lake Ave, San Pedro Subdivision ROW faces the rear of residential properties on one side, and no residential streets intersect with Salt Lake Ave. Except for the grade crossing closures and vehicle turning restrictions at the intersections listed above, pedestrian and vehicle crossings will remain available at intersections.	11 [3]	0	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Vernon	0.5	0%	Vehicle turn restrictions will occur along Randolph St at State St. An existing chain-link fence is located on the north side of the rail ROW, along the Vernon/Huntington Park city boundary.	1[3]	0	No
Bell	0.5	44%	Safety barrier along the San Pedro Subdivision ROW. Pedestrian and vehicle crossings will remain available at intersections.	0	0	No
Cudahy	1.4	31%	Truck turning restrictions will be required at Salt Lake Ave/Santa Ana Ave and Salt Lake Ave/Ardine St. At intersections with grade crossing closures and vehicle turn restrictions, access will be maintained through routing of traffic within local streets. Safety barrier along the San Pedro Subdivision ROW. Pedestrian and vehicle crossings will remain available at intersections, except for the restrictions stated above.	2[4]	0	No
South Gate	2.9	3%	Informal grade crossing closure at Miller Way and Frontage Rd, private roads on industrial properties. Truck turning restrictions will be required at Salt Lake Ave/Santa Ana St and Salt Lake Ave/Ardine St. Informal grade crossing closure will not physically divide the community as it is located on private industrial properties and does not provide access to surrounding area. Safety barrier along the San Pedro Subdivision ROW. Pedestrian and vehicle crossings on public streets will remain available at intersections.	2[4]	0	No
Downey	0.3	0%	Vehicle turn restrictions will occur along Gardendale Street at Dakota Ave.	1[5]	0	No
South Gate	0.6	0%	Vehicle turn restrictions will occur along Gardendale Street at Dakota Ave. Dakota Ave will be modified to a one-way street.	1[5]	1	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
Paramount	1.9	33%	Safety barriers along PEROW between Somerset Blvd and Lakewood Blvd at the southern end of city where PEROW parallels Bellflower Bike Trail. Pedestrian and vehicle crossings will remain available at intersections.	0	0	No
Bellflower	2.4	55%	Vehicle turning restrictions will be introduced at Clark Ave/Flora Vista St and Alondra Blvd/Pacific Ave. Flora Vista St at Alondra Blvd will be modified to a one-way street. Safety barriers along PEROW. Pedestrian and vehicle crossings will remain available at intersections.	2	1	No
Cerritos	1.4	20%	None; alignment abuts rear of properties on both sides.	0	0	No
Artesia	0.8	80%	Closed crossing at the 187th St intersection of the PEROW. Vehicle turn restrictions on Corby Ave East (southbound) to 187th St restrict vehicles from turning west to Alburtis Ave. Vehicle turn restrictions on Corby Ave West (northbound) to 187th St restrict vehicles from turning east toward Pioneer Blvd. Vehicle turning restrictions on Pioneer Blvd at Little India Food Court restrict vehicles at driveway from turning south to Pioneer Blvd. 188th St between Pioneer Blvd and Corby Ave closed for the parking structure at Pioneer Station. Eastbound access to 188th St from Alburtis Ave to Corby Ave will remain open with access to the alley. At intersections with vehicle turn restrictions, access will be maintained through rerouting of traffic within local streets.	2	1	No

Community	Alignment Miles in/adjacent to Community	Percent of Alignment Adjacent to Residences	Types of Physical Barriers	Number of Streets with Turning Restrictions[1]	Number of Street Closures[1]	Physically Divide an Established Community?
			Safety barriers along PEROW. Pedestrian and vehicle crossings will remain available at intersections, except for the restrictions stated above. Access to the Artesia Historic District Recreation Trail will remain available to pedestrians and bicyclists. **Design option:** Closed crossing at 186th St intersection of the PEROW; 187th St remains open to traffic. Corby Avenue would be turned into a cul-de-sac with an access driveway for the existing business. Access to surrounding properties would be maintained through rerouting of traffic within local streets. Access to the Artesia Historic District Recreation Trail would remain available to pedestrians and bicyclists.			

Source: TAHA 2023
Notes: [1] Metro 2024f
[2] Wilmington Ave/Randolph St is at the boundary between Florence-Firestone and City of Huntington Park.
[3] Wilmington Ave/Randolph St is at the boundary between Florence-Firestone and City of Huntington Park. Salt Lake Ave/Santa Ana St is at the boundary between the Cities of Huntington Park, Cudahy, and South Gate. Randolph St/State St is at the boundary between the Cities of Huntington Park and Vernon.
[4] Salt Lake Ave/Santa Ana St is at the boundary between the Cities of Huntington Park, Cudahy, and South Gate. Salt Lake Ave/Ardine St is at boundary between the Cities of Cudahy and South Gate.
[5] Gardendale St/Dakota Ave is at the boundary between the Cities of Downey and South Gate.
PEROW = Pacific Electric Right-of-Way; ROW = right-of-way

As discussed in Section 5.2.1.2, the existing Arthur Avenue pedestrian bridge at the I-105 freeway will be rebuilt or will be opened for public use; a pedestrian pathway will be created on the south side of the I-105 freeway between the San Pedro Subdivision ROW and the Arthur Avenue pedestrian bridge; and the pedestrian bridge between the Paramount High School campuses will be demolished and reconstructed. The entrances to the Arthur Avenue pedestrian bridge are currently closed to the public. With implementation of the LPA, pedestrians will be able to use the Arthur Avenue pedestrian bridge to cross over the I-105 freeway, which will better connect the neighborhood south of the I-105 freeway to the neighborhood north of the freeway. Pedestrians will also have better access to the new I-105/C Line Station from the Arthur Avenue pedestrian bridge. In the area between the Paramount High School campuses, the reconstructed pedestrian bridge above the PEROW will continue to allow pedestrians to cross the PEROW to access the Paramount High School campuses. The pedestrian bridge will maintain similar, equal, or improved pedestrian access. Therefore, changes in these areas will not physically divide an established community.

Between Alburtis Avenue and Pioneer Boulevard in the City of Artesia, the 187th Street intersection of the PEROW will be closed. This closed crossing will create turning restrictions at the intersections of Corby Avenue and 187th Street. Turning restrictions on Corby Avenue traveling southbound toward 187th Street will restrict vehicles from turning left (west) onto 187th Street toward Alburtis Avenue. Turning restrictions on Corby Avenue traveling northbound toward 187th Street will restrict vehicles from turning right (east) onto 187th Street toward Pioneer Boulevard. This will minimize cut-through traffic into the surrounding residential areas. Alternate routes will be available and vehicular access to all properties will be maintained.

New parking facilities will not physically divide the surrounding community. Although 188th Street in the City of Artesia will be closed as a result of the parking structure for the Pioneer Station, the street closure will not physically divide an established community or result in permanent access disruptions to surrounding land uses because access will remain through the rerouting of traffic to adjacent streets. Additionally, the alley between Corby Avenue and Pioneer Street will be modified so that the alley could be accessed from the south side of the parking structure from Corby Avenue.

Similarly, the new grade crossing closures (Randolph Street at Wilmington Avenue, Malabar Street, Arbutus Avenue, Regent Street, and Rita Street in the City of Huntington Park; Salt Lake Avenue at the boundary between the Cities of Huntington Park and Cudahy; private crossings at Miller Way and Frontage Road in the City of South Gate) and turning restrictions (on Randolph Street at Santa Fe Avenue, Pacific Boulevard, Miles Avenue and State Street in the City of Huntington Park; at the Gardendale Street and Dakota Avenue intersection in the Cities of Downey and South Gate; at the intersections of Clark Avenue and Flora Vista Street and Alondra Boulevard and Pacific Avenue in the City of Bellflower; and at the intersections of 187th Street and Corby Avenue and at Pioneer Boulevard and the Little India Food Court driveway in the City of Artesia) will not result in permanent access disruptions to existing land uses on either side of the alignment as access to the surrounding uses will continue to be available through routing of traffic to adjacent streets. Dakota Avenue in the City of South Gate and Flora Vista Street in the City of Bellflower will be modified to one-way streets. Access to the surrounding uses will be maintained by rerouting traffic to adjacent streets, and permanent access disruptions to existing land uses will not occur.

The LPA will additionally result in turning restrictions for trucks at these intersections along Randolph Street in the City of Huntington Park: Pacific Boulevard, Seville Avenue, and Miles Avenue. Truck turn restrictions will also be required at these intersections along Salt Lake Avenue in the Cities of Huntington Park and South Gate: Santa Ana Street and Ardine Street. Truck access to the surrounding uses will be maintained by rerouting traffic to the surrounding streets, and permanent access disruptions to existing land uses will not occur.

The elevated and at-grade portions of the LPA are not expected to introduce any physical barriers or generate any permanent access disruptions to existing land uses on either side of the LPA alignment, and access to the surrounding community will remain available. Therefore, the LPA will not divide an established community, and 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.

6.1.3 Design Option: Close 186th Street

The design option to close 186th Street but introduce an at-grade crossing at 187th Street would not result in permanent access disruptions to existing land uses as access to the surrounding uses would continue to be available through routing of traffic to adjacent streets. Consistent with the LPA without the design option, the LPA with the design option would not divide an established community, and impacts would be less than significant.

6.1.3.1 Mitigation Measures

No mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

Less than significant.

6.1.4 Maintenance and Storage Facility

The MSF, including the lead tracks, will be designed consistent with the guidance of the MRDC, or equivalent. The MSF lead tracks will be constructed within the PEROW and will not divide the Bellflower Bicycle Trail. Fencing and/or walls will be placed around the perimeter of the MSF, and MSF activities will operate entirely on-site. The MSF site will not involve any roadway/intersection closures or turning restrictions that will restrict access to residential neighborhoods or community assets. The MSF will not introduce any safety barriers that will physically divide an established community and components associated with the MSF will not result in permanent access disruptions to the surrounding land uses. Therefore, less than significant impacts will occur.

6.1.4.1 Mitigation Measures

No mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

Less than significant.

6.2 Threshold LU-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

6.2.1 No Project Alternative

The No Project Alternative would result in a continuation of current land use development patterns and trends that are not expected to change. Land uses in the Affected Area would remain similar to existing conditions. The No Project Alternative would be inconsistent with SCAG 2016-2040 RTP/SCS Policy 6 to support investments and strategies to reduce non-recurrent congestion and demand for single-occupancy vehicle use, and Policy 7 to encourage transportation investments that would result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run (see Section 5.1.2).

As shown in Table 5.1, the No Project Alternative would be inconsistent with applicable local land use plans goals, objectives, and policies with regard to alternative modes of transportation; increased mobility, transit access, and transit services; emissions reductions; and compact and denser development. The No Project Alternative would not support local land use plans and policies for compact and denser development, including the development of TODs (see Section 5.1.3); would limit the opportunity to intensify land uses at potential station areas and throughout the corridor; limit jurisdictions from developing compact communities around a public transit system; and limit alternatives to automobile travel. Several of the applicable regional and local land use plans goals, objectives, and policies with which the No Project Alternative would be inconsistent are intended to avoid or mitigate environmental effects. However, planned bike paths within or along the rail ROWs, as identified in the *City of Los Angeles 2010 Bicycle Master Plan, Cudahy 2040 General Plan, City of Huntington Park Bicycle Transportation Master Plan, City of South Gate Bicycle Transportation Plan, City of Bell Bicycle Master Plan,* and *Bellflower-Paramount ATP*, could be built and implemented. Since the No Project Alternative would be inconsistent with applicable regional and local land use plans goals, objectives, and policies that are intended to avoid or mitigate environmental effects, significant and unavoidable impacts would occur.

6.2.1.1 Mitigation Measures

No mitigation measures are available.

6.2.1.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.2.2 Locally Preferred Alternative

The LPA will be generally consistent with the applicable land use plans, goals, objectives, and policies of regional and local agencies (see Sections 5.2.2 and 5.2.3, Table 5.2 through Table 5.21). However, the LPA could preempt future development and implementation of planned Class I bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan, City of Bell Bicycle Master Plan, Cudahy 2040 General Plan*, and *City of South Gate Bicycle Transportation Plan* as the San Pedro Subdivision ROW and PEROW may not have sufficient space to accommodate a bike path, LRT tracks, and freight tracks. The LPA will also require

the realignment of existing segments of the Paramount Bike Trail and Bellflower Bike Trail. The preempted planned bike paths include:

- **Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy).** The San Pedro Subdivision ROW in the Cities of Huntington Park, Bell, and Cudahy will not have adequate space to develop a Class I bicycle path along Salt Lake Avenue. However, there will be sufficient space along Salt Lake Avenue for the cities to develop a Class II or Class III bicycle path along the street.
- **Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate).** The San Pedro Subdivision ROW will not have adequate space to develop a Class I bicycle path.

While planned, the bike facilities are concepts in the local plans and are not funded nor scheduled for implementation in local capital improvement budgets/programs. The LPA will result in an inconsistency with the current local plans and an adverse effect will occur.

With the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) described in Section 5.2.3, Metro, as appropriate, will prepare and support adoption of amended language for each affected local plan consistent with each city's mobility and connectivity goals. Sufficient space will be available to accommodate alternative bike path classifications along the streets adjacent to the LPA. These Class II and Class III bike facilities will maintain connectivity and be supportive of the goals identified in the bicycle plans. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, even with implementation of mitigation, the LPA will result in a significant and unavoidable impact related to land use consistency.

6.2.2.1 Mitigation Measures

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

6.2.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.2.3 Design Option: Close 186th Street

The LPA with the design option would provide an alternative to automobile travel that reduces dependency on single-occupant vehicles; provide residents, visitors, and employees within the vicinity of the Project access to regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. The design option would be consistent with the SCAG 2016-2040 RTP/SCS and the *City of Artesia General Plan 2030*. However, similar to the LPA without the design option, as described above, the LPA with the design option could preempt future development and implementation of other planned bike paths in cities along the LPA alignment. Under Mitigation Measure LU-1 (Consistency with Bike Plans), Metro would continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. As such, despite Metro's best efforts and coordination and with the implementation of mitigation, the LPA with the design option may still preempt future development and the implementation of the planned bike paths. Therefore, even with

implementation of mitigation, the LPA with the design option would result in a significant and unavoidable impact.

6.2.3.1 Mitigation Measures

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

6.2.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

6.2.4 Maintenance and Storage Facility

The MSF will be consistent with the SCAG 2016-2040 RTP/SCS and the overall goals and policies of the *City of Bellflower General Plan: 1995-2010* (see Sections 5.4.2, 5.4.3, Table 5.2, and Table 5.18). The MSF will be part of the infrastructure for the LPA and will support the LRT system. This MSF will also support the expansion, availability, and use of public transportation in the cities and neighboring cities through which the alignment will traverse.

The site is city-owned, designated as Open Space, and is currently leased by the city to a private party for use as a recreational commercial business. The City of Bellflower has confirmed that the site currently operates as a commercial business, is not designated as a significant park or recreation area, and is not designated as having an important role in meeting the park and recreation objectives of the city. Based on this coordination, it is anticipated that the city will amend the General Plan so that the MSF facility use will be consistent with an appropriate city land use designation. Therefore, impacts related to consistency with local land use plans, policies, and regulations will be less than significant.

The MSF will be located adjacent to the Paramount Bike Trail and Bellflower Bike Trail and partially within the PEROW. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), connectivity with the bike trails will be maintained and changes to the Paramount Bike Trail and Bellflower Bike Trail will not physically divide the community, will not affect the character of the existing bike trails, and will not result in inconsistencies with the *Bellflower-Paramount ATP*. Therefore, impacts will be less than significant.

6.2.4.1 Mitigation Measures

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

6.2.4.2 Impacts Remaining After Mitigation

Less than significant impact.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

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

7.2 Construction Methodology

To satisfy NEPA requirements, potential adverse effects will occur if construction of the LPA will result in incompatible land uses or conflict with applicable land use plans, policies, or regulations. The analysis of construction effects related to land use assesses temporary construction activities related to the LPA and its overall effect to land uses within the Affected Area and its consistency with applicable objectives and policies of adopted plans and programs of the regional and local jurisdictions in which construction activities are located.

To satisfy CEQA requirements, land use impacts are analyzed in accordance with the *CEQA Guidelines* and considered significant if construction of the LPA has the potential to:

- Physically divide an established community
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

7.3 Construction Impacts

7.3.1 No Build Alternative

7.3.1.1 Land Use Compatibility

The No Build Alternative includes projects identified in the SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M, as well as local transportation-related projects. Under the No Build Alternative, the LPA would not be developed. However, several infrastructure and transportation-related projects located within the Study Area would continue to be implemented and built. SCAG 2016-2040 RTP/SCS, Metro's 2009 LRTP, and Measure M projects identified in the vicinity of the LPA include the Metro East-West Line/Regional Connector/Eastside Phase 2, California High-Speed Rail, Metro North-South Line/Regional Connector, I-105 Express Lane, I-710 South Corridor project, 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 in the Affected Area, such as the Link US project, Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path, and Cesar Chavez Bus Stop Improvements. The future planning of TODs surrounding the LPA station areas would also not occur as these TODs are dependent on the construction and operation of the LPA.

Construction activities associated with projects under the No Build Alternative may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary easements. However, construction activities would be temporary and would not result in long-term land use impacts. Furthermore, projects built under the No Build Alternative would implement

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

7.3.1.2 Consistency with Regional and Local Land Use Plans, Policies, and Regulations

Construction activities associated with the LPA will not occur under the No Build Alternative. Since construction activities for projects under the No Build Alternative would be temporary and would not result in long-term land use impacts, the No Build Alternative would not be inconsistent with regional and local land use plans, policies, and regulations. Therefore, no adverse effect would occur.

7.3.2 Locally Preferred Alternative

7.3.2.1 Land Use Compatibility

Construction of the LPA will require site preparation; demolition of structures on construction support sites; freight relocation; utility relocation; at-grade and aerial guideway system construction (including TPSSs); subterranean, at-grade, and aerial station construction; street widening and reconstruction; bridge construction; and construction of parking facilities.

Reconstruction of the pedestrian bridge will occur between the Paramount High School campuses. Construction will primarily occur within the PEROW, between the Paramount High School campuses. Construction activities will be temporary and are not expected to permanently disrupt activities occurring at Paramount Park and the Paramount High School campuses. Therefore, construction of the pedestrian bridge will not result in a land use compatibility impact, and no adverse construction effects regarding land use compatibility will occur.

Freight relocation will be located primarily within the rail ROW; however, several partial property acquisitions will be required to accommodate the freight relocation. Construction activities on these properties will be temporary and will not conflict with surrounding land uses. Therefore, no adverse construction effects regarding land use will occur.

Bike trails located within the rail ROW or adjacent to the rail ROW (i.e., Paramount Bike Trail and Bellflower Bike Trail) will need to be detoured for the duration of construction in those areas. Construction activities near or on these affected bike trail segments will be temporary and are not expected to permanently disrupt activities. Therefore, realignments of the bike trails and temporary detoured bike routes will not result in land use compatibility impacts, and no adverse construction effects regarding land use compatibility will occur.

Utility relocation will include the relocation, modification, or protection of storm drains, sanitary sewers, power lines, gas pipelines, electrical duct banks, oil pipelines, electrical transmission lines, lighting, irrigation pipelines, reclaimed water lines, fiber optic lines, telephone, and cable lines. Relocation and protection of underground lines will require soil excavation to the depth of the existing utility line, installation of a replacement utility in a new location, or protection of existing utility, backfill of soil, and pavement reconstruction or surface improvements above the excavation. Aerial guideways will also require the relocation of utility support poles to reroute the lines around the LPA facilities or, in some cases, elimination of the poles by underground relocation of the utilities. Relocation of utilities will generally be performed before construction of the guideway, station, and other facilities. All utility relocation construction activities will be short-term and temporary and will be located

entirely within the public right-of-way and rail ROW. Therefore, no adverse construction effects related to land use compatibility will occur.

Aerial guideway, at-grade and aerial station, and bridge construction activities will be located within the rail ROW and public rights-of-way and will be temporary. Additionally, at-grade guideway construction will cross beneath the I-710, SR-91, and I-605 freeways. Beneath the SR-91 and I-605 freeways, the alignment will use existing box structures and will not require reconstruction of the freeways. Freeway reconstruction will be required to accommodate the alignment as it crosses beneath the I-710 freeway. Construction within city streets will also be located entirely within public ROW and rail ROWs and will result in the demolition and reconstruction of the roadway where the alignment will be located. All aerial guideway, at-grade guideway, at-grade and aerial station, and bridge construction activities will be short-term and temporary and will be located within public ROWs and rail ROWs. As a result of at-grade guideway construction in the roadways, temporary lane closures and detours will result. However, all construction activities will be located within public ROWs and rail ROWs and will be following guidance of the MRDC, or equivalent, and applicable jurisdiction criteria. Therefore, no adverse construction effects related to land use compatibility will occur.

Street widening or reconstruction will be required to accommodate the alignment. Street reconstruction will be required at all at-grade crossing locations and where the alignment is within the public ROW to allow for placement of the track slab, crossing gates, traffic signals, and rails. Property acquisitions will also be required to modify existing street curbs, gutters, medians, sidewalks, and traffic lanes. All street widening and reconstruction activities will be temporary and will not result in land use impacts. In addition, all construction activities will be located within public ROWs and rail ROWs. Therefore, no adverse construction effects related to land use compatibility will occur.

Construction of parking facilities will require full property acquisitions. Additionally, construction of TPSSs will be located along the alignment at designated locations that will require partial or full property acquisitions. All construction activities will be located entirely on-site and will be temporary. Therefore, no adverse construction effects related to land use compatibility will occur.

In summary, construction of the LPA will result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary bike trail detours. Temporary construction easements (TCEs) and property acquisition will also be required for construction. All construction activities will be located entirely within the public ROWs and/or rail ROWs; entirely on sites that will be acquired for construction support sites, rail construction, parking facilities, or TPSSs; or on sites with easements for the LPA.

TCEs are temporary and are not expected to change the primary function of the existing use on properties that are temporarily acquired to be used as TCEs. Affected sites with TCEs will be returned to pre-construction conditions once construction is completed. Construction staging and laydown areas will occur on sites that will be permanently acquired, such as for parking facilities or the MSF. Construction staging and laydown areas will be primarily located on acquired sites characterized as industrial, commercial, or vacant. Parcels to be fully acquired for construction laydown and construction support sites will require the demolition of any existing structures on the properties. Once use of the staging and laydown area is complete, the sites

will be converted to parking facilities for the LPA stations or the MSF. TCEs are temporary and will not result in adverse effects regarding land use compatibility.

Construction staging and laydown areas will include temporary parking for construction personnel. The use of nearby streets may also result in restricted street parking, sidewalk detours, bike trail detours, and traffic lane closures. Temporary barriers and fencing will be placed along the perimeter of construction areas. As a result, community disruption could occur while construction activities are performed. Although access to businesses, neighborhoods, and bike trails, may be detoured for short periods during construction, access and operation to residences and businesses will be maintained to the extent per Mitigation Measure COM-1 (Construction Outreach Plan) (see *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* [Metro 2024l]). Affected sites with TCEs and temporary street, lane, and bicycle path detours and closures will be returned to pre-construction conditions once construction is complete. Construction activities will be temporary and, therefore, will not affect land use compatibility.

Land uses located adjacent to and along the alignment and station areas may experience adverse effects regarding intermittent construction noise. Construction activities will require the use of heavy earth moving equipment, generators, cranes, pneumatic tools, and other similar pieces of equipment that could result in noise effects. In regard to construction noise and vibration, 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 Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historic Resources) will be implemented to reduce vibration and noise effects (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2024g]). Although adverse noise effects could occur during construction, adverse effects associated with construction will be temporary and access to sensitive uses will continue to be available. Additionally, the function of the surrounding land uses will not be impaired. Therefore, no adverse effects on land use compatibility will occur.

Further discussion regarding potential adverse construction-related noise effects are provided in *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024g).

7.3.2.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities will be temporary, and affected sites with TCEs are expected to return to their primary functions once construction is complete. Construction activities will not conflict with applicable regional land use plans, policies, and regulations. The LPA construction activities will further the policies of the SCAG 2016-2040 RTP/SCS providing jurisdictions the opportunities to develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the LPA another mode of transportation to access regional destinations and employment areas; and will reduce overall air quality emissions and traffic congestion. The LPA will also be consistent with Connect SoCal (SCAG 2020-2045 RTP/SCS), which builds upon the 2016-2040 RTP/SCS and aims to increase the availability and use of public transit and to encourage housing and jobs near transit. In addition, Connect SoCal's guiding polices are substantially consistent with those of the 2016-2040 RTP/SCS, and the underlying principles are still relevant for the Project as a proposed regional transit system. Therefore,

no adverse construction effects regarding consistency with regional land use plans, policies, and regulations will occur.

7.3.2.3 Consistency with Local Land Use Plans, Policies, and Regulations

As discussed in Section 7.3.2.1, TCEs and property acquisitions will be required for construction laydown areas and construction support sites. Following construction, the acquired parcels will increase the opportunity for development in station areas. 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 the local jurisdictions. In addition, construction activities for the LPA will be consistent with air quality plans and policies and noise ordinances to minimize construction impacts to surrounding land uses.

Construction activities will be temporary and areas of TCEs will be returned to pre-construction conditions once construction is complete. Construction activities will not conflict with applicable land use plans, policies, and regulations of local jurisdictions. Construction of the LPA will further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations will occur.

7.3.3 Design Option: Close 186th Street

7.3.3.1 Land Use Compatibility

Construction of the design option would occur within the City of Artesia and would require site preparation activities. Construction activities would primarily be located at the 186th Street public ROW and PEROW. Community disruption could occur while construction activities are performed. Construction activities occurring at-grade with the surrounding uses may result in restricted street parking, sidewalk detours, traffic lane closures, and access detours. Although access to surrounding land uses may be detoured for short periods during construction, access to residences and businesses would be maintained to the extent feasible with implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Sensitive land uses, such as residences, may experience adverse effects regarding intermittent construction noise. Similar to the LPA, construction activities and equipment used during construction of the design option could result in adverse noise effects. The design option would implement the same mitigation to reduce construction-related noise and vibration impacts to the extent feasible (Mitigation Measures NOI-6 and VIB-3 through VIB-7). Although adverse noise effects could occur during construction, adverse effects associated with construction would be temporary and access to sensitive uses would continue to be available. Additionally, the function of the surrounding land uses would not be impaired. Therefore, no adverse effects on land use compatibility would occur. Construction activities would be temporary and are not expected to permanently disrupt surrounding land uses; therefore, no adverse construction effects regarding land use compatibility would occur.

7.3.3.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities for the design option would be temporary and would not conflict with applicable regional land use plans, policies, and regulations. Construction of the design option would further the policies of the SCAG 2016-2040 RTP/SCS as it would support the development of a regional transit system that provides jurisdictions the opportunities to

develop compact communities around the public transit system; be an alternative to automobile travel; provide residents, visitors, and employees within the vicinity of the LPA another mode of transportation to access regional destinations and employment areas; and would reduce overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations would occur.

7.3.3.3 Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities would be temporary and would not directly conflict with the City of Artesia General Plan 2030. Construction of the design option would further the goals, objectives, and policies of the City of Artesia General Plan 2030. The design option would support the development of the LPA, which would reduce dependency on single-occupant vehicle trips, encourage alternate mode of transportation, and promote the use of public transit. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations would occur.

7.3.4 Maintenance and Storage Facility

7.3.4.1 Land Use Compatibility

Construction of the MSF will require site preparation, demolition of existing structures, utility relocation, construction of storage tracks and lead tacks, grading, paving, and building construction. Construction will be located entirely within the PEROW, public ROWs, and the properties acquired for the MSF. Temporary barriers and fencing will be placed along the perimeter of the construction areas and temporary parking for construction personnel will be provided on the MSF.

Construction activities associated with the MSF will result in community disruptions while construction activities are performed. Construction of lead tracks will be located primarily within the PEROW. Utility relocation will require soil excavation to the depth of the existing utility lines, installation of a replacement utility in a new location, or protection of existing utility, backfill of soil, and pavement reconstruction or surface improvements above the excavation. Utility relocation construction will be located within the public ROWs, rail ROW, and on the properties acquired for the MSF. Access to businesses and neighborhoods may be detoured for short periods during construction. However, access to residences and businesses will be maintained to the extent feasible with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Sensitive land uses near the MSF may experience adverse effects regarding intermittent construction noise. Similar to the LPA, construction of the MSF will implement the same mitigation to reduce construction-related noise and vibration impacts to the extent feasible (Mitigation Measures NOI-6 and VIB-3 through VIB-7). Although adverse noise effects could occur during construction, adverse effects associated with construction will be temporary and access to sensitive uses will continue to be available. Additionally, the function of the surrounding land uses will not be impaired. Therefore, no adverse effects on land use compatibility will occur.

7.3.4.2 Consistency with Regional Land Use Plans, Policies, and Regulations

Construction activities for the MSF will be temporary and will further the objectives of the SCAG RTP/SCS by providing jurisdictions the opportunities to develop compact communities around the public transit system, offering an alternative to automobile travel, providing residents, visitors, and employees within the vicinity of the LPA another mode of transportation to access regional destinations and employment areas, and reducing overall air quality emissions and traffic congestion. Therefore, no adverse construction effects regarding consistency with regional land use plans, policies, and regulations will occur.

7.3.4.3 Consistency with Local Land Use Plans, Policies, and Regulations

Construction activities at the MSF will be temporary and will not directly conflict with the *City of Bellflower General Plan: 1995-2010*. Construction of the MSF will further the goals, objectives, and policies of the *City of Bellflower General Plan: 1995-2010* as they relate to alternative transportation, public transportation, and future growth in transit. Therefore, no adverse construction effects related to consistency with local land use plans, policies, and regulations will occur.

7.4 U.S. Army Corps of Engineers Facilities

Construction of the LPA will result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and temporary bike trail detours. All construction activities will be located entirely within the public ROWs and/or rail ROWs; entirely on sites that will be acquired for construction support sites, rail construction, parking facilities, or TPSSs; or on sites with easements for the LPA. Construction of the new bridge crossings will be located in footprints on the existing facilities similar to the current footprints. Land uses located adjacent to and along the alignment and station areas may experience adverse effects regarding intermittent construction noise. Construction of the LPA will comply with Metro's Green Construction Policy and will implement 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 Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), and COM-1 (Construction Outreach Plan) to minimize adverse effects related to noise and vibration, and to maintain access and operation to residences and businesses to the extent feasible. Construction activities will be temporary, and areas of TCEs will be returned to pre-construction conditions once construction is complete. Therefore, with implementation of mitigation, LPA construction activities at or near the USACE facilities will not result in adverse effects related to land use compatibility during construction.

Construction activities will not conflict with applicable regional and local land use plans, policies, and regulations. Therefore, no adverse construction effects related to consistency with regional and local land use plans, policies, and regulations will occur during construction of the LPA at the USACE facilities.

7.5 California Department of Transportation Facilities

LPA improvements at the Caltrans facility crossings will result in footprints on the existing facilities similar to the current footprints. Land uses adjacent to and along the alignment and station areas may experience adverse effects regarding intermittent construction noise.

Construction of the LPA will comply with Metro's Green Construction Policy and will implement 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 Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), and COM-1 (Construction Outreach Plan) to minimize adverse effects related to noise and vibration, and to maintain access and operation to residences and businesses to the extent feasible. Construction activities will be temporary, and areas of TCEs will be returned to pre-construction conditions once construction is complete. Therefore, with implementation of mitigation, LPA construction activities at the Caltrans facility crossings will not result in adverse effects related to land use compatibility during construction.

Construction activities will not conflict with applicable regional and local land use plans, policies, and regulations. Therefore, no adverse construction effects related to consistency with regional and local land use plans, policies, and regulations will occur during construction of the LPA at the Caltrans facility crossings.

7.6 California Environmental Quality Act Determination

To satisfy CEQA requirements, land use impacts are also analyzed in accordance with the *CEQA Guidelines*.

7.6.1 Threshold LU-CON-1: Would the Project physically divide an established community?

7.6.1.1 No Project Alternative

As no construction activities associated with the LPA would occur under the No Project Alternative, the No Project Alternative would not divide an existing community. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

No impact.

7.6.1.2 Locally Preferred Alternative

Construction of the LPA will result in temporary activities and require construction staging, materials stockpiling, hauling of dirt and materials, temporary street and lane closures, and require temporary easements. All construction activities will be located entirely within the public ROWs and/or rail ROW; entirely on sites that will be acquired for construction support sites, rail construction, parking facilities, MSF, or TPSSs; or on sites with easements for the Project's components.

Temporary concrete barriers and fencing will be placed along the perimeter of construction areas and will be removed upon completion of construction. In addition, construction will result in temporary street and lane closures, TCEs, and potentially detoured segments of the Bellflower Bike Path. Detours and directional signage will be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so that communities and neighborhoods remain accessible and the flow of traffic around the

construction area is maintained. The affected sites with TCEs and temporary street, lane, pedestrian bridge, and bike path detours and closures will be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts will be less than significant.

Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.6.1.3 Design Option: Close 186th Street

Construction of the design option would result in temporary activities and require construction staging, materials stockpiling, and hauling of dirt and materials. Temporary concrete barriers and fencing would be placed along the perimeter of the construction areas and would be removed upon completion of construction. Construction activities require street and lane closures. Detours and directional signage would be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so communities and neighborhoods would remain accessible and the flow of traffic around the construction area would be maintained. Construction of the design option is not expected to permanently physically divide an established community. Therefore, construction-related impacts would be less than significant.

Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.6.1.4 Maintenance and Storage Facility

Construction of the MSF will result in temporary activities and require construction staging, materials stockpiling, and hauling of dirt and materials. Construction will be located entirely within the PEROW and on the properties acquired for the MSF and to accommodate the lead tracks. Temporary barriers and fencing will be placed along the perimeter of the construction areas and will be removed upon completion of construction.

If construction activities require temporary street and lane closures, detours and directional signage will be provided with the implementation of Mitigation Measure COM-1 (Construction Outreach Plan) so that communities and neighborhoods remain accessible and the flow of traffic around the construction area is maintained. Construction activities will be temporary, and temporary street and lane detours and closures will be returned to pre-construction conditions once construction is completed and are not expected to permanently physically divide an established community. Therefore, construction-related impacts will be less than significant.

Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

Impacts Remaining After Mitigation

Less than significant impact.

7.6.2 Threshold LU-CON-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

7.6.2.1 No Project Alternative

No construction activities associated with the LPA would occur under the No Project Alternative, and conflicts with applicable land use plans, policies, and regulations of local jurisdictions would not occur. Therefore, no construction-related impacts would occur.

Mitigation Measures

No mitigation measure required.

Impacts Remaining After Mitigation

No impact.

7.6.2.2 Locally Preferred Alternative

Construction activities for the LPA will be temporary and will not directly conflict with applicable regional and local land use plans, policies, and regulations. As discussed in Section 7.3.2, construction of the LPA will further the objectives of the SCAG RTP/SCS by providing jurisdictions the opportunities to develop compact communities around the public transit system, offering an alternative to automobile travel, providing residents, visitors, and employees within the vicinity of the LPA another mode of transportation to access regional destinations and employment areas, and reducing overall air quality emissions and traffic congestion.

With regard to consistency with local land use plans, policies, and regulations, TCEs and property acquisitions will be required for construction laydown areas and construction support sites. Following construction, affected sites with TCEs will be returned to pre-construction conditions, and acquired parcels will increase the opportunity for development in station areas. Since the acquired parcels will be Metro-owned, this will create additional opportunities for TOD. Metro's role in the ownership of these acquired parcels will be limited to that of a property owner as these parcels will be outside of the rail ROW, and the parcels will be subject to the land use controls of the local jurisdictions. Construction of the LPA will further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, construction-related impacts to land use plans, policies, and regulations will be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.6.2.3 Design Option: Close 186th Street

Construction of the design option would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations (see Section 7.3.3). The design option would further regional policies of the SCAG RTP/SCS and land use plans, policies, and regulations of the City of Artesia General Plan 2030. Therefore, construction-related impacts to land use plans, policies, and regulations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining After Mitigation

Less than significant impact.

7.6.2.4 Maintenance and Storage Facility

Construction of the MSF will be temporary and will not directly conflict with applicable SCAG RTP/SCS and applicable *City of Bellflower General Plan: 1995-2010* goals and policies (see Section 7.3.4). Construction of the MSF will further the goals and policies of these regional and local land use plans. Therefore, a less than significant impact will occur.

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

No Project Measures are required.

8.2 Mitigation Measures

8.2.1 Operation

The following mitigation measure will be implemented for the LPA to minimize adverse effects related to inconsistency with the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), City of Bell *Bicycle Master Plan* (City of Bell 2016), *Cudahy 2040 General Plan* (City of Cudahy 2018), and *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012).

LU-1 **Consistency with Bike Plans.** During the planning process and prior to construction, Metro will prepare amended language for each affected bicycle plan demonstrating that existing, planned, and modified bicycle facilities will be connected during project operation. This language will be subject to the approval of the Cities of Huntington Park, South Gate, Bell, Paramount, and Bellflower, as applicable. Metro will modify the following bike trail segments into a Class II bikeway:

- Within the San Pedro Subdivision right-of-way between Ardmore Avenue to Century Boulevard (City of South Gate)
- Along Salt Lake Avenue from Gage Avenue to Florence Avenue (City of Bell)

Metro will relocate the following bike trail segments:

- Paramount Bike Trail segments from Paramount Boulevard to Somerset Boulevard within the Metro-owned Pacific Electric Right-of-Way (PEROW) (City of Paramount)
- Bellflower Bike segment from Lakewood Boulevard to the maximum extent of Clark Avenue within the Metro-owned PEROW (City of Paramount and City of Bellflower)

Mitigation Measure TRA-19 (Parking Monitoring and Community Outreach) (Metro 2024f)

Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) (Metro 2024f)

8.2.2 Construction

Mitigation Measure COM-1 (Construction Outreach Plan) (Metro 2024l)

Mitigation Measure NOI-6 (Noise Control Plan) (Metro 2024g)

Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Business Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources) (Metro 2024g)

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