

# West Santa Ana Branch Transit Corridor

Final Parklands and Community Facilities Impact Analysis Report



Metro®



# WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

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## Final Parklands and Community Facilities Impact Analysis Report

*Prepared for:*



**Metro**<sup>®</sup>

Los Angeles County  
Metropolitan Transportation Authority

*Prepared by:*



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



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## **AUTHOR(S)**

**Terry A. Hayes Associates Inc.**

Terry A. Hayes, AICP

Allyson Dong

Blaire Frei

Kieran Bartholow

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## ACRONYMS AND ABBREVIATIONS

| Acronym | Definition   |
|---------|--|
| AA      | Alternatives Analysis                                    |
| ATP     | <i>Active Transportation Plan</i>                        |
| CCR     | California Code of Regulations                           |
| CEQA    | California Environmental Quality Act                     |
| EIR     | environmental impact report                              |
| EIS     | environmental impact statement                           |
| FTA     | Federal Transit Administration                           |
| I-      | Interstate Freeway                                       |
| LA      | Los Angeles  |
| LADWP   | Los Angeles Department of Water and Power                |
| LAUS    | Los Angeles Union Station                                |
| LPA     | Locally Preferred Alternative                            |
| LRT     | light rail transit                                       |
| LRTP    | Long Range Transportation Plan                           |
| LRV     | light rail vehicle                                       |
| Metro   | Los Angeles County Metropolitan Transportation Authority |
| MRDC    | Metro Rail Design Criteria                               |
| MSF     | maintenance and storage facility                         |
| MWD     | Metropolitan Water District                              |
| NEPA    | National Environmental Policy Act                        |
| NOP     | Notice of Preparation                                    |
| PEROW   | Pacific Electric Right-of-Way                            |
| ROW     | right-of-way   |
| RTP     | Regional Transportation Plan                             |
| SCAG    | Southern California Association of Governments           |
| SCS     | Sustainable Communities Strategy                         |
| SR      | State Route  |
| TPSS    | traction power substation                                |
| UFC     | Uniform Fire Code  |
| UPRR    | Union Pacific Railroad                                   |

| Acronym | Definition                        |
|---------|-----------------------------------|
| US      | US Route Freeway                  |
| USC     | United States Code                |
| USDOT   | U.S. Department of Transportation |
| 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<sup>1</sup> 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).

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

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

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

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

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

### 1.3 Draft Environmental Impact Statement/Environmental Impact Report

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

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

- Paramount MSF site option
- Bellflower MSF site option

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

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

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

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

### 1.4 Report Purpose and Structure

This impact analysis report examines the environmental effects of the Project as it relates to parklands and community facilities. The report is organized into nine sections:

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

### 1.5 General Background

For purposes of this impact analysis report, parklands are defined as parks and recreational facilities. Passive recreation generally refers to non-consumptive uses such as wildlife observation, walking, and biking that generally require minimal development. Active recreation is generally defined as organized sports and playground activities that require extensive facilities or development on the recreational site. Community facilities are defined as places of worship, healthcare/hospitals/medical centers, senior centers/convalescent homes, day care centers/preschools, schools, libraries, museums, police and fire stations, cemeteries, and government offices.

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1996 provides protection for parkland and recreational areas. Parkland and recreational areas as defined by Section 4(f) of the USDOT include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for

listing on the National Register of Historic Places. Section 6(f) of the Land and Water Conservation Act of 1965 also requires certain protections of parklands and facilities. Section 6(f) applies to projects that may affect a property that has received funding through the Land and Water Conservation Funding Act regardless of the project funding source and regulates the conversion of such lands to uses other than public outdoor recreation. These may include national parks, state parks, wildlife refuges, and historical landmarks. Section 4(f) recreational property may also be a Section 6(f) recreational property. Discussion and analysis of Section 4(f) and Section 6(f) properties are provided in the *West Santa Ana Branch Transit Corridor Project Final Section 4(f) and Section 6(f) Analysis Report* (Metro 2024e). No further analysis of Section 4(f) and Section 6(f) properties will be discussed in this impact analysis report.

Potential impacts that may also affect parklands and community facilities are analyzed in other topic-specific impact analysis reports. Analysis regarding pedestrian and vehicular access is discussed in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024h). Potential impacts related to air quality and noise/vibration are provided in the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024c) and *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024d), respectively. Potential impacts associated with displacement and acquisitions are provided in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024f).

## 1.6 Methodology

For the purposes of evaluating parklands and community facilities impacts, the Affected Area for parklands and community facilities is defined as an area extending 0.25-mile on both sides of the alignment and around the stations, parking facilities, MSF site, and traction power substations (TPSS). The impact analysis of parklands and community facilities is focused on the parklands and community facilities located adjacent to (approximately 50 feet) the LPA as direct impacts are anticipated to affect these facilities; indirect impacts could also occur to facilities in the greater Affected Area. Parklands and community facilities were identified from existing sources, including planning documents such as general plans for the jurisdictions through which the alignment passes and a desktop analysis of aerial maps and satellite imagery.

To satisfy NEPA requirements, potential adverse effects would occur if the LPA and MSF site would result in direct or indirect impacts to parklands and community facilities. Direct impacts are defined as impacts involving physical acquisition, displacement, visual alteration, or relocation of parkland or a community facility. Indirect impacts are defined as changes to visual quality and pedestrian or vehicular access. Direct impacts to parklands and community facilities would only occur if such properties are directly adjacent to or within the footprint of the LPA as these areas have been identified to be the area of potential impact. Indirect impacts would most likely occur to facilities located within 0.25-mile of the LPA.

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

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 2 PROJECT DESCRIPTION

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

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

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

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch<sup>2</sup> 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.

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<sup>2</sup> 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 |
|--|---|---------------------------------|
| <b>Rail (Existing)</b>   |   |                                 |
| 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               |
| <b>Rail (Under Construction/Planned)<sup>1</sup></b>                               |   |                                 |
| Metro Westside D Line Extension  | Wilshire/Western to Westwood/VA Hospital                  | Outside Study Area              |
| Metro C Line Extension <sup>2</sup> 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<br>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<br>LA to Anaheim   | Within Study Area               |
| Link US <sup>3</sup>                                 | LAUS   | Within Study Area               |
| <b>Bus (Existing)</b>                                |  |                                 |
| Metro Bus System (including BRT, Express, and local) | Various locations  | Within Study Area               |
| Municipality Bus System <sup>4</sup>                 | Various locations  | Within Study Area               |
| <b>Bus (Under Construction/Planned)</b>              |  |                                 |
| Metro G Line (BRT)                                   | Del Mar (Pasadena) to Chatsworth<br>Del Mar (Pasadena) to Canoga<br>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              |
| <b>Highway (Existing)</b>                            |  |                                 |
| Highway System                                       | Various locations  | Within Study Area               |
| <b>Highway (Under Construction/Planned)</b>          |  |                                 |
| 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: <sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> Link US rail walk times included only.

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

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

## 2.2 Locally Preferred Alternative

### 2.2.1 Refinements to the Locally Preferred Alternative

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

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

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

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

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

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

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

### 2.2.2 Alignment Configuration

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

**Table 2.2. Summary of LPA Components**

| Component                             | Quantity   |
|---------------------------------------|--|
| Alignment length                      | 14.5 miles   |
| Length of at-grade and aerial         | 12.1 miles at-grade; 2.4 miles aerial <sup>1</sup>   |
| Station configurations                | 9 along WSAB alignment, 1 at-grade infill station along C Line<br>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 <sup>2</sup> 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<br>(City of Bellflower)  |

Source: WSP 2023

Notes: <sup>1</sup> Alignment configuration measurements count retained fill embankments as at-grade.

<sup>2</sup> 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<sup>3</sup> accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

**La Habra Branch ROW<sup>4</sup> (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.

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<sup>3</sup> 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.

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

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

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

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

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

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

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

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

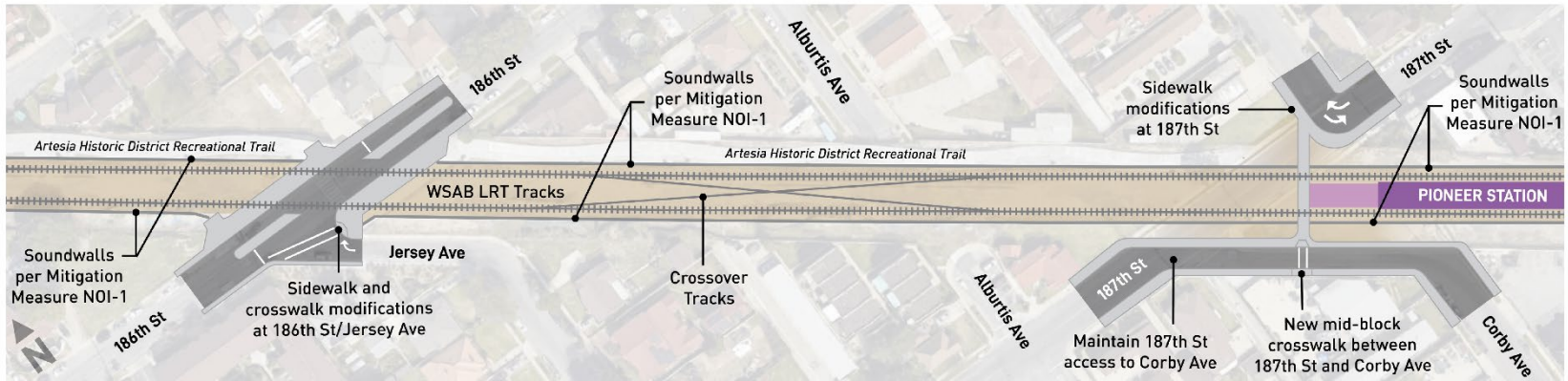
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street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

### 2.2.3 Design Option – Close 186th Street

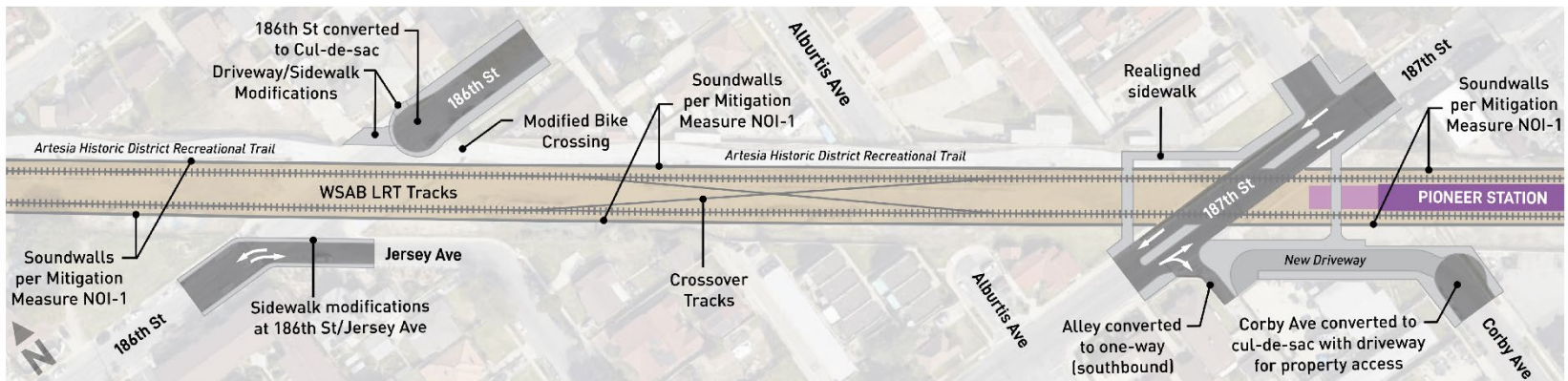
The LPA includes one design option:

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

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



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

### 2.2.4 Maintenance and Storage Facility

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

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

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

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023



## 3 REGULATORY FRAMEWORK

This section identifies applicable federal, state, and local regulations and plans related to parklands and community facilities. A non-exhaustive list of the regulations and plans applicable to the Project is provided below.

### Federal

- U.S. Department of Transportation Act of 1966
- Land and Water Conservation Fund Act of 1965
- Uniform Fire Code

### State

- California Public Park Preservation Act of 1971
- California Code of Regulations (CCR) Title 24
- California Education Code

### Local

- Los Angeles County General Plan 2035
- City of Los Angeles General Plan Framework
- Alameda District Specific Plan, City of Los Angeles
- Connect US Action Plan
- City of Vernon General Plan
- Florence-Firestone Community Plan, Los Angeles County
- City of Huntington Park General Plan
- City of Bell General Plan
- City of Cudahy General Plan
- City of South Gate General Plan 2035
- City of Downey Vision 2035 General Plan
- City of Paramount General Plan
- City of Bellflower General Plan
- City of Artesia General Plan
- City of Cerritos General Plan

### Bicycle Master Plans

- County of Los Angeles Bicycle Master Plan
- City of Los Angeles Bicycle 2010 Master Plan
- City of Huntington Park Parks and Recreation Master Plan
- City of Huntington Park Bicycle Transportation Master Plan
- City of South Gate Bicycle Transportation Plan
- City of Bell Bicycle Master Plan
- City of Downey Bicycle Master Plan
- Bellflower-Paramount Bike and Trail Master Plan

## 3.1 Federal

### 3.1.1 U.S. Department of Transportation Act of 1966

Section 4(f) of the USDOT Act of 1966 (re-codified as amended at 49 United States Code (USC) Section 303) affords special protection to public recreational lands and facilities, including local parks and school facilities, that are open and available to the general public for recreational purposes, significant cultural resources, and natural wildlife refuges. Federally funded transportation improvement projects are prohibited from the encroachment (direct or constructive use, or a take) of Section 4(f) lands unless it can be demonstrated that no other alternative exists.

In August 2005, Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, made the first substantive revision to Section 4(f) since the 1966 USDOT Act. Section 6009, which amended existing Section 4(f) legislation at both Title 49 USC Section 303 and Title 23 USC Section 138, simplified the process and approval of projects that have only *de minimis* impacts on Section 4(f) resources. Under the new provisions, once the Federal Transit Administration (FTA) determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete.

For detailed analysis regarding all Section 4(f) properties, refer to the *West Santa Ana Branch Transit Corridor Project Final Section 4(f) and Section 6(f) Analysis Report* (Metro 2024e). A discussion of Section 4(f) related to historical resources is provided in the *West Santa Ana Branch Transit Corridor Project Final Cultural Resource Survey Report — Rev 1* (Metro 2020).

### 3.1.2 Land and Water Conservation Fund Act of 1965

The Land and Water Conservation Fund Act established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development. Section 6(f) of the Act requires that all property acquired or developed with assisted funding from the Land and Water Conservation Fund be maintained perpetually in public outdoor recreation uses. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual “discards” of park and recreation facilities by ensuring that changes or “conversions from recreation use” will bear a cost. Section 6(f) requires that conversion of lands or facilities acquired under the Land and Water Conservation Fund Act fund be coordinated with the Department of Interior, and usually requires replacement in kind. Paramount Park in the City of Paramount received funding from the Land and Water Conservation Act and is listed as a Section 6(f) property. Refer to the *West Santa Ana Branch Transit Corridor Project Final Section 4(f) and Section 6(f) Analysis Report* (Metro 2024e).

### 3.1.3 Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to the construction and maintenance of buildings and to the use of their premises. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and their premises. The UFC contains specialized technical regulations related to fire and human safety.

## 3.2 State

### 3.2.1 California Public Park Preservation Act of 1971

The California Public Park Preservation Act of 1971 is codified as Public Resources Code Sections 5400–5409. Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

### 3.2.2 California Code of Regulations Title 24

CCR Title 24 of the California Building Code is a compilation of building standards. State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. In the case where there is no local fire authority and in all state-owned and state-occupied facilities, the California State Fire Marshall has full enforcement jurisdiction of state fire regulations.

### 3.2.3 California Education Code

Each of the state school districts is subject to the regulations of the California Education Code and the governance of the California State Board of Education relative to funding, school curriculum, operations, and facilities, including location considerations.

## 3.3 Local

The LPA traverses through 12 local government jurisdictions: the Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. The following presents a summary of goals, objectives, and policies of local general plans related to parkland and community facilities. Bicycle and trail master plans are also summarized at the end of this section.

### 3.3.1 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (Los Angeles 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 Conservation and Natural Resources Element of the County General Plan intends to guide the County’s long-range preservation of its natural resources and open space and sets policy direction for the open space, natural, and energy-related resources within unincorporated LA County. The Parks and Recreation Element of the County General Plan provides policy direction for the maintenance and expansion of the County’s parks and recreation system through goals and policies that address the growing and diverse recreation needs of the communities served by the county. The Public Services and Facilities Element of the County General Plan promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. Table 3.1 summarizes the applicable parkland and community facility goals and policies of the *Los Angeles County General Plan 2035*.

Table 3.1. Los Angeles County General Plan Parkland and Community Facility Goals and Policies

| Goal/Policy                                       | Description  |
|---|--|
| <b>Conservation and Natural Resources Element</b> |  |
| Policy C/NR 1.2                                   | Protect and conserve natural resources, natural areas, and available open spaces.  |
| <b>Parks and Recreation Element</b>               |  |
| Goal P/R 4  | Improve accessibility and connectivity to a comprehensive trail system, including rivers, greenways, and community linkages.   |
| <b>Public Services and Facilities Element</b>     |  |
| Policy PS/F 1.1                                   | Discourage development in areas without adequate public services and facilities.   |
| Policy PS/F 1.2                                   | Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. |
| Policy PS/F 1.3                                   | Ensure coordinated service provision through collaboration between County departments and service providers.                   |
| Policy PS/F 1.6                                   | Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.             |
| Policy PS/F 7.3                                   | Encourage adequate facilities for early care and education.  |
| Policy PS/F 8.1                                   | Ensure a desired level of library service through coordinated land use and facilities planning.                                |

Source: County of Los Angeles 2015

### 3.3.2 City of Los Angeles General Plan Framework

The *City of Los Angeles General Plan Framework* (City of Los Angeles 2001), an element of the City of Los Angeles General Plan, provides guidance for long-term growth in the city and guides the update of community plans and citywide elements. Chapter 6, Open Space and Conservation, and Chapter 9, Infrastructure and Public Services, of the Framework Element includes goals, objectives, and policies applicable to parks and recreation and community facilities, fire prevention, fire protection, and emergency medical services. Table 3.2 summarizes the applicable parkland and community facility goals, objectives, and policies of the *General Plan Framework*.

**Table 3.2. City of Los Angeles General Plan Framework Parkland and Community Facility Goals, Objectives, and Policies**

| Goal/Objective/Policy                     | Description   |
|---|---|
| <b>Open Space and Conservation</b>        |   |
| Objective 6.1                             | Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.           |
| Policy 6.3.1                              | Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety.  |
| Policy 6.3.3                              | Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.  |
| Objective 6.4                             | Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.   |
| Policy 6.4.9                              | Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations. |
| <b>Infrastructure and Public Services</b> |   |
| Goal 9I                                   | Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.   |
| Policy 9.15.1                             | Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.  |
| Goal 9J                                   | Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS), and infrastructure.   |
| Objective 9.19                            | Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.   |
| Policy 9.19.3                             | Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.  |
| Policy 9.21.3                             | Encourage the inclusion of library facilities in mixed-use structures in community and regional centers, at transit stations, and in mixed-use boulevards.  |
| Objective 9.31                            | Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.  |

Source: City of Los Angeles 2001

### 3.3.2.1 City of Los Angeles Safety Element of the General Plan

The *Los Angeles Safety Element of the General Plan* (City of Los Angeles 2021), adopted in November 2021, addresses the issue of protecting people from unreasonable risks associated with disasters. The Safety Element of the General Plan provides an overview of how the City of Los Angeles plans for disaster. Table 3.3 summarizes the applicable parkland and community facility policies of the *Safety Element of the Los Angeles City General Plan*.

**Table 3.3. City of Los Angeles Safety Element of the General Plan Parkland and Community Facility Policies**

| Policy       | Description  |
|--------------|--|
| Policy 2.1.6 | Continue to maintain, enforce, and upgrade requirements, procedures, and standards to facilitate more effective fire suppression and safety. |

Source: City of Los Angeles 2021

### 3.3.2.2 City of Los Angeles Public Recreation Plan of the Service Systems Element

The Public Recreation Plan of the Service Systems Element of the *Los Angeles General Plan* identifies existing recreational facilities and parks in the City of Los Angeles. The Public Recreation Plan categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately 0.5 mile and are pedestrian accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of 2 miles and are easily accessible to the area served. Regional parks in the city provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region. The Public Recreation Plan also provides the city’s standard long-range ratios for parks to population and states that the types of amenities (e.g., recreation center, gym, basketball courts) that are offered on public parks and recreation land should also be considered when determining the adequacy of park space.

### 3.3.2.3 City of Los Angeles Open Space Plan

The Open Space Plan (City of Los Angeles 1973) is an element of *Los Angeles General Plan*. The Open Space Plan provides a guide for the identification, preservation, conservation and acquisition of open space in the City of Los Angeles. The goals and objectives of the plan include the following:

- To ensure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the city.
- To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public.
- To provide an open space system, which provides identity, form and a visual framework to the city.
- To conserve and/or preserve those open space areas containing the city’s environmental resources, including air and water.
- To provide access, where appropriate, to open space lands.

### 3.3.3 City of Vernon General Plan

Goals, objectives, and policies provided in the Resources Element of the *City of Vernon General Plan* include strategies to best manage the limited available natural resources in Vernon and encourage continued participation in broader efforts to protect the environment from harmful human activities. The Safety Element of the General Plan addresses public safety risks and discusses how the city will respond to both man-made and natural hazards. Table 3.4 summarizes the applicable parkland and community facility goals and policies of the *City of Vernon General Plan* (City of Vernon 2015).

**Table 3.4. City of Vernon General Plan Goals and Policies**

| Goal/Policy             | Description  |
|-------------------------|--|
| <b>Resource Element</b> |  |
| Goal R-3                | Preserve established open spaces and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon. |
| <b>Safety Element</b>   |  |
| Policy S-3.8            | Continue to support the Vernon Fire Department in its effort to maintain its high rating.  |

Source: City of Vernon 2015

### 3.3.4 Florence-Firestone Community Plan, Los Angeles County

The Parks and Recreation Chapter of the *Florence-Firestone Community Plan 2017* provides goals and policies to enhance and increase recreational opportunities, create greenway networks and urban trails, and develop partnerships in open space development. The Public Facilities Chapter provides goals and policies to enhance community services and facilities to improve the quality of life and meet the needs of the community. Table 3.5 summarizes the applicable parkland and community facility goals and policies of the *Florence-Firestone Community Plan 2017* (Los Angeles County 2017).

**Table 3.5. Florence-Firestone Community Plan Goals and Policies**

| Goal/Policy                         | Description  |
|-------------------------------------|--|
| <b>Parks and Recreation Chapter</b> |  |
| PR-4.3                              | Connecting to Regional Open Space. Develop safe connections to parks and open spaces in adjacent communities, linking to larger open space networks, such as the Los Angeles and Rio Hondo River trails. |
| PR-5.4                              | Access to Regional Open Space. Provide transportation to recreational and cultural facilities, such as beaches, regional, state, and national parks, located outside of the community.                   |
| <b>Public Facilities Chapter</b>    |  |
| PF-2                                | Community residents are well-informed of County services and resources, which are easily and safely accessible.  |
| PF-2-6                              | Safe Access: Target public safety measures to ensure safe access to parks, playgrounds, other recreational facilities, and public facilities.  |

Source: Los Angeles County 2017

### 3.3.5 City of Huntington Park General Plan

The Open Space Element of the *City of Huntington Park General Plan* details plans and measures for the preservation of open space as well as the preservation and management of natural resources, outdoor recreation, and public health and safety. Table 3.6 summarizes the applicable parkland and community facility goals of the *City of Huntington Park General Plan* (City of Huntington Park 1991).

**Table 3.6. City of Huntington Park General Plan Goals**

| Goal                                 | Description  |
|--------------------------------------|--|
| <b>Open Space/Recreation Element</b> |  |
| Goal 4.0                             | Develop and maintain a balanced system of open space, public parks, and recreational facilities. |

Source: City of Huntington Park 1991

### 3.3.6 City of Bell 2030 General Plan

The Resource Management Element of the *City of Bell General Plan* includes goals, objectives, and policies for the maintenance of open space areas and the provision of parks and recreational facilities, earth and water resources, cultural resources, air quality, and parks and open space. Table 3.7 summarizes the applicable parkland and community facility policies of the *City of Bell 2030 General Plan* (City of Bell 2018).

**Table 3.7. City of Bell 2030 General Plan Policies**

| Policy                             | Description  |
|------------------------------------|--|
| <b>Resource Management Element</b> |  |
| Policy 1                           | The City of Bell shall provide a balanced range of recreational opportunities and activities for all age levels within the community.  |
| Policy 10                          | The City of Bell shall recognize the social, economic, and aesthetics benefits that will result from the preservation of open space.   |
| Policy 11                          | The City of Bell shall seek to develop connections to park facilities and trails through the use of joint use agreements so these power line/rail line easements can be used for recreation. |

Source: City of Bell 2018

### 3.3.7 City of Cudahy 2040 General Plan

The Open Space and Conservation Element of the *Cudahy 2040 General Plan* addresses long-term community needs and plans for open space, parks, recreation services, and natural resource preservation in the City of Cudahy. The Open Space and Conservation Element presents strategies for natural resource conservation and preservation, and for increasing/improving parks and recreation opportunities in the city. The Safety Element of the General Plan identifies, evaluates, and addresses local and regional safety issues, and establishes the goals and policies that help reduce loss of life, injuries, property loss, environmental damage, and social and economic disruption from natural and human-caused disasters. Table 3.8 summarizes the applicable parkland and community facility goals and policies of the *Cudahy General Plan* (City of Cudahy 2018).

Table 3.8. City of Cudahy General Plan Goals and Policies

| Goal/Policy                              | Description   |
|--|---|
| <b>Open Space and Recreation Element</b> |   |
| Goal OSCE-2                              | An increase of trails, parks, recreation, and other open space.   |
| Policy OSCE 2.1                          | Create and maintain a system of trails, sidewalks, linear parks, and other connections that provide residents of all abilities with opportunities to exercise, enjoy nature, and access recreation facilities within a five-minute walk from home. Activate and encourage discovery along urban trails. |
| Policy OSCE 2.4                          | Pursue the use or acquisition of the Union Pacific rail right-of-way and easement for bicycle and pedestrian trails, exercise stations, and other amenities.  |
| <b>Safety Element</b>                    |   |
| Policy SE 2.1                            | Provide for the highest quality of fire, police, and health protection possible for all Cudahy residents.   |

Source: City of Cudahy 2018

### 3.3.8 City of South Gate General Plan 2035

The Green City Element of the *South Gate General Plan 2035* provides information and policy guidance to ensure sufficient facilities and services will be provided to support existing and new development in the city. Topics include police and fire services, schools, waste, recycling services, water and wastewater, and stormwater. Table 3.9 summarizes the applicable parkland and community facility policies of the *South Gate General Plan 2035* (City of South Gate 2009).

Table 3.9. City of South Gate General Plan 2035 Policies

| Policy                    | Description   |
|---------------------------|---|
| <b>Green City Element</b> |   |
| Policy 4                  | To the extent feasible, the City will replace the City's existing, police facility with a new facility that is adequate to serve the existing and expected future police force. |
| Policy 2                  | The City should consider opportunities for lifelong learning when making its land use, transportation, open space, and design decisions.  |

Source: City of South Gate 2009

### 3.3.9 City of Downey Vision 2025 General Plan

The Open Space Element of the *Downey Vision 2025 General Plan* provides goals, policies, and programs to preserve and augment the availability of open space areas within city boundaries. Topics identified in the Safety Element of the General Plan include fire and police protection, and hospital access. Table 3.10 summarizes the applicable parkland and community facility goals, policies, and programs of the *Downey Vision 2025 General Plan* (City of Downey 2005).

Table 3.10. City of Downey Vision 2025 General Plan Goals, Policies, and Programs

| Goal/Policy/Program       | Description  |
|---------------------------|--|
| <b>Open Space Element</b> |  |
| Policy 7.1.1              | Preserve undeveloped areas that function as open space.  |
| Policy 7.4.1              | Support the local school districts and other groups involved with providing educational facilities for residents |
| <b>Safety Element</b>     |  |
| Goal 5.3                  | Maintain and improve fire protection services.   |
| Goal 5.4                  | Promote the protection of life and property from criminal activities.  |

Source: City of Downey 2005

### 3.3.10 City of Paramount General Plan

The Resource Management Element of the *Paramount General Plan* identifies significant resources within the city and identifies goals, objectives, and policies for the conservation, management, and preservation of natural resources, including open space and recreation-related space. Table 3.11 summarizes the applicable parkland and community facility policies of the *Paramount General Plan* (City of Paramount 2007).

Table 3.11. City of Paramount General Plan Policies

| Policy                             | Description   |
|------------------------------------|---|
| <b>Resource Management Element</b> |   |
| Policy 9                           | The City of Paramount will maintain and improve the existing parking facilities in the City for the benefit and enjoyment of the community.   |
| Policy 14                          | The City of Paramount will negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Port of Los Angeles, the Union Pacific Railroad, the MTA, and the Los Angeles County Flood Control District for the establishment of trails, recreational use, and appropriate landscaping within their respective rights-of-way. |
| Policy 16                          | The City of Paramount will seek to develop connections to park facilities and trails through the use of power line/rail easements.  |

Source: City of Paramount 2007

### 3.3.11 City of Bellflower General Plan

The Open Space/Recreation Element of the *Bellflower General Plan: 1995-2010* addresses the management of natural resources and the preservation and enhancement of scenic and recreation opportunities. The Open Space/Recreation Element provides goals, objectives, and policies to preserve open space resources and areas required for the preservation of plant and animal life and to protect rivers and streams and safeguard open space for outdoor recreation, public health, and safety. Table 3.12 summarizes the applicable parkland and community facility policies of the *Bellflower General Plan: 1995-2010* (City of Bellflower 1994).

**Table 3.12. City of Bellflower General Plan Policies**

| Policy                               | Description  |
|--------------------------------------|--|
| <b>Open Space/Recreation Element</b> |  |
| Policy 1                             | The City of Bellflower will recognize the social, economic and aesthetics benefits which accrue from the preservation of open space. |

Source: City of Bellflower 1994

**3.3.12 City of Artesia General Plan 2030**

The Open Space and Conservation Sub-Element of the *Artesia General Plan 2030* provides guidance in conserving precious local natural resources, as well as expanding resource opportunities and identifies current open space areas, as well as future passive and active open space opportunities for current and future residents and visitors. The Community Development and Design Element of the General Plan contains the Community Facilities and Infrastructure Sub-Element. This Sub-Element identifies key issues of the city's infrastructure and public service systems and establishes a framework for determining appropriate improvements and expansion of public services within the city. Table 3.13 summarizes the applicable parkland and community facility policies of the *Artesia General Plan 2030* (City of Artesia 2010).

**Table 3.13. City of Artesia Parkland and Policies**

| Policy   | Description  |
|--|--|
| <b>Open Space and Conservation Sub-Element</b>             |  |
| Policy OS 1.1  | Ensure no net loss of open space acreage occurs.   |
| Policy OS 3.1  | Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas. |
| <b>Community Facilities and Infrastructure Sub-Element</b> |  |
| Policy SAF 5.1   | Ensure quality police protection services are provided to meet the needs of all Artesia community members.               |
| Policy SAF 6.1   | Ensure quality fire prevention and protection services are provided to meet the needs of all Artesia community members.  |

Source: City of Artesia 2010

**3.3.13 City of Cerritos General Plan**

The Open Space/Recreation Element of the *Cerritos General Plan* provides goals, objectives, and policies to preserve open space resources, including undeveloped lands and outdoor recreation areas. The Safety Element contains goals, objectives, and policies regarding community facilities such as fire and police services. The element serves as a guide for the city government and public for understanding the hazards facing the City of Cerritos and how to reduce the impacts of these hazards. Table 3.14 summarizes applicable parkland and community facility goals and policies of the *Cerritos General Plan* (City of Cerritos 2004).

Table 3.14. City of Cerritos General Plan Parkland and Community Facility Goals and Policies

| Goal/Policy                          | Description  |
|--------------------------------------|--|
| <b>Open Space/Recreation Element</b> |  |
| Goal OSR-1                           | Preserve and enhance open space resources in the City to maintain and promote the high-quality of life Cerritos residents enjoy.           |
| Policy OSR-1.1                       | Promote the development of aesthetically pleasing landscaped corridors that promote a sense of the natural environment.                    |
| <b>Safety Element</b>                |  |
| Policy SAF-6.1                       | Ensure services provided by the Sheriff's Department are not impacted by development, traffic congestion, and other growth-related issues. |

Source: City of Cerritos 2004

### 3.4 Bicycle Master Plans

#### 3.4.1 County of Los Angeles Bicycle 2012 Master Plan

The *County of Los Angeles Bicycle Master Plan 2012* (Los Angeles County 2012) provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the county by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle often. The Plan proposes to build on the existing 144 miles of bikeways throughout the county and install approximately 831 miles of new bikeways in the next 20 years. This also includes bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of LA County.

#### 3.4.2 City of Los Angeles Bicycle 2010 Master Plan

The *City of Los Angeles 2010 Bicycle Plan* (City of Los Angeles 2011) designates a 1,684-mile bikeway system and introduces a comprehensive collection of programs and policies, including a Citywide Bikeway System comprised of three bikeway networks throughout the city, bicycle-friendly streets, the bundling of programs and policies, and a multi-pronged implementation strategy. The purpose of the Plan is to increase, improve, and enhance bicycling in the city as a safe, healthy, and enjoyable means of transportation and recreation.

#### 3.4.3 City of Huntington Park Parks and Recreation Master Plan

The *Parks and Recreation Master Plan* (City of Huntington Park 2008) provides a roadmap to guide future parks and recreation decisions in the city. The Master Plan is a tool to develop parks and recreation-related goals, policies, and objectives to provide a clear vision for park facilities and recreation programming.

#### 3.4.4 City of Huntington Park Bicycle Transportation Master Plan

The *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014) recommends policies and strategies designed to increase the level of bicycle ridership within the city and the frequency and distance of bicycle trips. The Bicycle Transportation Master Plan also provides direction for expanding the city's existing bicycle network by closing and connecting gaps and ensuring improved local and regional connectivity provides a roadmap to guide future parks and recreation decisions in the city.

### 3.4.5 City of South Gate Bicycle Transportation Plan

The *City of South Gate Bicycle Transportation Plan* (City of South Gate 2012) is the guiding document for all bicycle infrastructure, policies, and programs in the City of South Gate. The Plan proposes an extensive network of streets designed to be safe and comfortable for bicyclists and proposes links to transit and end-of-trip facilities such as bicycle parking racks, bicycle lockers, and showers for commuters. The Plan also recommends non-infrastructure programs that educate road users, enforce the vehicle code, and encourage bicycling with promotional activities.

### 3.4.6 City of Bell Bicycle Master Plan

The *City of Bell Bicycle Master Plan* (City of Bell 2016) provides detailed recommendations for infrastructure, policies, and programs that promote safe bicycling in the City of Bell. The Plan also establishes city priorities, directs allocation of infrastructure and program resources, and guides implementation of a sustainable bikeway network. The Plan identifies improvements to the bicycling environment in the city and provides recommendations for bikeway and bicycle support facilities, as well as education, encouragement, enforcement, and evaluation programs.

### 3.4.7 City of Downey Bicycle Master Plan

The *City of Downey Bicycle Master Plan* (City of Downey 2015) provides goals and objectives to maximize connectivity by bicycle to the existing active transportation system already in place and 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.

### 3.4.8 Bellflower-Paramount Bike 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 networks 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 complements the *Bellflower-Paramount Bike and Trail Master Plan*, which served as a foundation for the development of this ATP. The *Bellflower-Paramount Bike and Trail Master Plan* was developed to improve the cities' bicycling options for transportation and recreation purposes. The Plan includes existing conditions and needs analysis that described both cities' state of bicycling at the time of its publication. The Plan also included a prioritized list of bicycle and pedestrian projects, recommended policies, programs, and conceptual plans for bicycle and pedestrian projects.

The ATP evaluated the existing roadway conditions, demographics, land use, and potential ROW 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 businesses, places of worship, the WSAB transit stop, the LA River Bike Trail, and the Bellflower Bike Trail. The ATP also includes the Bellflower Bike Trail.

## 4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

### 4.1 Parklands and Recreational Facilities

Within the Affected Area, 17 parkland and recreation facilities totaling 153 acres have been identified. Each identified parkland is owned and managed by the local government jurisdictions. National parks, state parks, or wildlife refuges are not located in the Affected Area. In addition, five public schools that provide recreational resources that are open to the public during non-school hours are also identified. Table 4.1 identifies the parklands and recreational facilities within 0.25 mile of the LPA.

**Table 4.1. Parklands and Recreational Facilities Identified within 0.25-Mile of the LPA**

| Facility   | Total Size (acres) | Amenities  | Distance to LPA <sup>1</sup> (feet)              |
|--|--------------------|--|--|
| <b>Park and Recreational Facilities</b>                                  |                    |  |  |
| <b>Slauson Multipurpose Center</b><br>5306 S. Compton Ave, Los Angeles   | 3.6                | Auditorium, baseball diamond (lighted), basketball courts (lighted/indoor), children play area, community room, computer lab, kitchen, multipurpose room, outdoor fitness equipment, stage, football field (lighted), on-site parking                        | 730 ft   |
| <b>Pueblo del Rio Recreation Center</b><br>5350 Alba St, Los Angeles     | 0.5                | Children's play area   | 1,040 ft   |
| <b>Augustus F. Hawkins Natural Park</b><br>5790 Compton Ave, Los Angeles | 8.5                | Picnic tables, amphitheater, gardening boxes, walking paths, restroom(s), wetlands, nature museum hall, rental space, on-site parking  | 680 ft;<br>780 ft from Slauson/A Line Station    |
| <b>Raul R. Perez Memorial Park</b><br>6208 Alameda St, Huntington Park   | 4.5                | Community building, indoor fitness room, large room and kitchen, grass sports field (lighted), outdoor basketball courts (lighted), children's playground, walking trail, outdoor gym, on-site parking   | 200 ft   |
| <b>Salt Lake Park</b><br>3401 E. Florence Ave, Huntington Park           | 23.0               | Recreation center, gymnasium, grass soccer field, synthetic grass soccer field, baseball diamonds, batting cages, skate park, tennis courts, weight room, picnic areas, barbecues, children's playgrounds, concession stand, meetings rooms, on-site parking | 70 ft;<br>480 ft from Florence/Salt Lake Station |

#### 4 Affected Environment and Environmental Consequences

| Facility  | Total Size (acres) | Amenities   | Distance to LPA <sup>1</sup> (feet)                   |
|---|--------------------|---|---|
| <b>Lugo Park</b><br>7801 Otis Ave, Cudahy                             | 4.4                | Youth center, fitness center, gazebo with barbecues, tot-lot synthetic grass soccer field, on-site parking  | 200 ft  |
| <b>Circle Park</b><br>10129 Garfield Ave, South Gate                  | 4.0                | Children playground, open grass area, baseball diamond, on-site parking   | 1,050 ft  |
| <b>Hollydale Community Center</b><br>12221 Industrial Ave, South Gate | 2.2                | Basketball court, community center, playground  | 20 ft   |
| <b>Paramount Park</b><br>14400 Paramount Blvd, Paramount              | 21.9               | Playgrounds, handball courts (lighted), baseball diamonds (lighted), basketball court (lighted), picnic shelters/barbecues, gymnasium, walking path, restrooms, pool, on-site parking   | 10 ft;<br>700 ft from Paramount/<br>Rosecrans Station |
| <b>Pirate Park</b><br>16559 Bellflower Blvd, Bellflower               | <0.1               | Pirate-themed children's playground, on-site parking  | 510 ft;<br>790 ft from Bellflower Station             |
| <b>Simms Park</b><br>16614 Clark Ave, Bellflower                      | 12.6               | Auditorium, multipurpose rooms, picnic shelter, lighted softball fields, basketball court, playground, barbeque braziers, fitness center and trail, on-site parking   | 970 ft  |
| <b>Ruth R. Caruthers Park</b><br>10500 E. Flora Visa St, Bellflower   | 20.0               | Baseball/softball fields (lighted), batting cages, skate park, game room, picnic areas, wading pool, playgrounds, lighted tennis courts, lighted basketball court, lighted volleyball courts, lighted handball courts, tetherball courts, fitness center, 2-mile fitness course, equestrian path, barbecues, 2.5-mile bike trail, on-site parking | 50 ft   |
| <b>Bellflower Skate Park</b><br>10500 E. Flora Visa St, Bellflower    | 0.2                | Skate park, on-site parking   | 760 ft  |
| <b>Flora Vista Dog Park</b><br>9203 Flora Vista St, Bellflower        | 0.6                | Dog park, on-site parking   | Adjacent to MSF site                                  |
| <b>Iron Wood Nine Golf Course</b><br>16449 Piuma Ave, Cerritos        | 26.6               | Golf course and driving range, on-site parking  | 670 ft  |

| Facility  | Total Size (acres) | Amenities   | Distance to LPA <sup>1</sup> (feet)     |
|---|--------------------|---|---|
| <b>Rosewood Park</b><br>17715 Eric Ave, Cerritos  | 6.0                | Basketball court, sand area with playground equipment, picnic shelters, barbecues, multipurpose field, on-site parking  | 60 ft                                   |
| <b>Artesia Park</b><br>1870 Clarkdale Ave, Artesia  | 14.5               | Banquet space, baseball/softball diamond, basketball court, meeting rooms, picnic areas, picnic shelters, children's playground, restrooms, soccer field, tennis court, on-site parking | 270 ft<br>1,060 ft from Pioneer Station |
| <b>School Facilities<sup>2</sup></b>  |                    |   |   |
| <b>Lillian Street Elementary School</b><br>5909 Lillian St, Los Angeles                   | 2.8                | Playground, asphalt play areas include track, tennis court, four-square, basketball and other ball courts, and miscellaneous play space   | 90 ft                                   |
| <b>San Antonio Elementary School</b><br>6222 State St, Huntington Park                    | 2.2                | Asphalt play areas include track, tennis court, basketball and other ball courts, and miscellaneous play space  | 120 ft                                  |
| <b>Legacy High School Complex</b><br>5225 Tweedy Blvd, South Gate                         | 7.3                | Baseball field, open field, tennis courts   | 120 ft                                  |
| <b>Paramount High School</b><br>14429 Downey Ave, Paramount                               | 15.8               | Baseball field, open field space, tennis courts, basketball courts, football field  | 60 ft                                   |
| <b>Paramount Park Elementary/<br/>Middle School</b><br>14608 Paramount Blvd,<br>Paramount | 7.5                | Playfield   | 100 ft                                  |

Source: TAHA 2023

Notes: MSF = maintenance and storage facility

<sup>1</sup> Distance is measured from the nearest point of the project alignment, station, or MSF, to the recreational facility. Distance is measured to LPA alignment unless otherwise noted.

<sup>2</sup> Recreational facilities at the school facilities listed in the table are open for public use during non-school hours.

## 4.2 Bike Facilities

Using the California Department of Transportation (Caltrans) *Highway Design Manual* (Caltrans 2016), bicycle facilities are classified as Class I, II, III and IV. Class I bikeways provide a completely separated ROW for the exclusive use of bicycles and pedestrians. Class II bike lanes are typically striped lanes for one-way bike travel on a street or highway. Class III bike paths are signed shared roadways (sharrows) that provide shared use with pedestrians or motor vehicle traffic. Class IV bikeways are protected bike lanes that are physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with grade separation, flexible bollards, or permanent barriers. Table 4.2 summarizes the bike facilities identified within 0.25 mile of the LPA.

Table 4.2. Bike Facilities Identified within 0.25-Mile of the LPA

| Facility Name/Location  | Total Length | On-site Parking | Location Relative to the LPA  |
|---|--------------|-----------------|---|
| <b>City of LA Citywide Bikeway System</b><br>Citywide Los Angeles         | 593 miles    | No              | Citywide with Class I, II, III, and IV bike lanes   |
| <b>Los Angeles River Bike Path<sup>1</sup></b><br>Along Los Angeles River | 16.5 miles   | No              | Class I. Crosses under the alignment at the Los Angeles River   |
| <b>Rio Hondo Bike Path</b><br>City of South Gate                          | 16.8 miles   | No              | Class I. Crosses under the alignment at the Rio Hondo   |
| <b>Paramount Bike Trail</b><br>City of Paramount                          | 2.3 miles    | No              | Class I. Parallel and adjacent <sup>3</sup> to the alignment with segments within the LADWP utilities corridor and Metro-owned right-of-way from the Los Angeles River to Lakewood Blvd |
| <b>Bellflower Bike Trail</b><br>City of Bellflower                        | 2.7 miles    | No              | Class I. Parallel and adjacent to the alignment within the Metro-owned right-of-way between Somerset Boulevard to just north of the SR-91 freeway                                       |
| <b>San Gabriel River Mid-Trail<sup>2</sup></b><br>Along San Gabriel River | 35.4 miles   | No              | Class I. Crosses under the alignment at the San Gabriel River   |
| <b>Artesia Historic District Recreational Trails</b><br>City of Artesia   | 0.5 mile     | No              | Class I. Parallel and adjacent to the alignment between 183rd Street/Gridley Road and 187th Street/Corby Avenue   |

Source: TAHA 2023

LADWP = Los Angeles Department of Water and Power; LPA = Locally Preferred Alternative

<sup>1</sup> LA River Bike Path trail that is developed from the City of Long Beach to the City of Vernon. Los Angeles County, LA River Master Plan, 2021.

<sup>2</sup> Los Angeles County Department of Parks and Recreation. <https://trails.lacounty.gov/Trail/265/san-gabriel-river-trail>

<sup>3</sup> For purposes of evaluating parklands, community facilities, and bike facilities, “adjacent” is measured as approximately 50 feet.

### 4.3 Community Facilities

Community facilities identified within the Affected Area include schools, places of worship, emergency services, government offices, health services, museums, library facilities, and other social services (i.e., cemetery, adult care, social assistance). Table 4.3 summarizes the community facilities identified within 0.25 mile of the LPA.

**Table 4.3. Community Facilities Identified within 0.25-Mile of the LPA**

| Community Facility <sup>1</sup>                                       | No. of Facilities |
|---|-------------------|
| School Facility   | 33                |
| Places of Worship   | 37                |
| Emergency Services Facility   | 6                 |
| Government Offices  | 11                |
| Health Services   | 5                 |
| Museum  | 2                 |
| Library Facility  | 3                 |
| Other Social Services (i.e., cemetery, adult care, social assistance) | 10                |
| <b>Total</b>  | <b>107</b>        |

Source: TAHA 2023

Note: LPA = Locally Preferred Alternative

<sup>1</sup> Distance to the resource facility is measured from the nearest point of the LPA, station, or MSF.

A total of 107 community facilities are identified in the Affected Area. Three community facilities are located within 0.25 mile of the MSF site (i.e., two school facilities and one place of worship). Table 4.4 identifies the community facilities within 0.25 mile of the LPA.

**Table 4.4. Community Facilities Identified within 0.25-Mile of the LPA**

| Facility                                    | Address                             | Distance to the LPA (feet) |
|---|-------------------------------------|----------------------------|
| <b>School Facility</b>                      |                                     |                            |
| Alliance Kory Hunter Middle School          | 5886 Compton Ave, Los Angeles       | 1,030 ft                   |
| Holmes Avenue Early Education Center        | 1810 E 52nd St, Los Angeles         | 710 ft                     |
| Holmes Avenue Elementary School             | 5108 Holmes Ave, Los Angeles        | 670 ft                     |
| Lillian Street Elementary School            | 5909 Lillian St, Los Angeles        | 270 ft                     |
| PACE Head Start - Early Explorer            | 1594 E 54th St, Los Angeles         | 670 ft                     |
| Aspire Huntington Park Charter School       | 6005 Stafford Ave, Huntington Park  | 670 ft                     |
| Henry T. Gage Middle School                 | 2880 Gage Ave, Huntington Park      | 1,100 ft                   |
| Huntington Park High School                 | 6020 Miles Ave, Huntington Park     | 660 ft                     |
| Huntington Park/Bell Community Adult School | 2945 Belgrave Ave, Huntington Park  | 970 ft                     |
| Linda Esperanza Marquez High School         | 6361 Cottage St, Huntington Park    | 1,080 ft                   |
| PREPA TEC Middle School (6th and 7th Grade) | 2665 Clarendon Ave, Huntington Park | 640 ft                     |
| PREPA TEC Middle School (8th Grade)         | 6005 Stafford Ave, Huntington Park  | 670 ft                     |
| San Antonio Elementary School               | 6222 State St, Huntington Park      | 380 ft                     |

#### 4 Affected Environment and Environmental Consequences

| Facility   | Address                              | Distance to the LPA (feet) |
|--|--------------------------------------|----------------------------|
| San Antonio High School  | 2911 Belgrave Ave, Huntington Park   | 940 ft                     |
| Southeast-Rio Vista Family YMCA Preschool                      | 3355 E Gage Ave, Huntington Park     | 450 ft                     |
| United Education Institute-Huntington Park Campus              | 6055 Pacific Blvd, Huntington Park   | 370 ft                     |
| Teresa Hughes Elementary School                                | 4242 Clara St, Cudahy                | 980 ft                     |
| Magnolia Science Academy 8-Bell                                | 6411 Orchard Ave, Bell               | 1,150 ft                   |
| Legacy High School Complex                                     | 5225 Tweedy Blvd, South Gate         | 1,090 ft                   |
| Paramount Adult School   | 14507 Paramount Blvd, Paramount      | 600 ft                     |
| Paramount High School  | 14429 Downey Ave, Paramount          | 1,030 ft                   |
| Paramount Park Middle School                                   | 14608 Paramount Blvd, Paramount      | 970 ft                     |
| Paramount Unified Community Day School                         | 14507 Paramount Blvd, Paramount      | 710 ft                     |
| Wirtz Elementary School  | 8535 Contreras St, Paramount         | 780 ft                     |
| Adventist Union School   | 15548 Santa Ana Ave, Bellflower      | 360 ft                     |
| Albert Baxter Elementary School                                | 14929 Cerritos Ave, Bellflower       | 1,000 ft                   |
| Valley Christian Elementary School                             | 17408 Grand Ave, Bellflower          | 1,080 ft                   |
| St. Pius X - St. Matthias Academy                              | 7851 Gardendale St, Downey           | 1,150 ft                   |
| Montessori House of Children                                   | 18523 Arline Ave, Artesia            | 1,020 ft                   |
| Our Lady of Fatima Catholic School                             | 18626 Clarkdale Ave, Artesia         | 1,120 ft                   |
| Gahr High School   | 11111 Artesia Blvd, Cerritos         | 1,010 ft                   |
| PCI College  | 17215 Studebaker Rd, Cerritos        | 930 ft                     |
| Valley Christian High School                                   | 17700 Dumont Ave, Cerritos           | 930 ft                     |
| <b>Places of Worship</b>                                       |                                      |                            |
| Greater Holy St John Baptist                                   | 5536 Morgan Ave, Los Angeles         | 370 ft                     |
| Agape Come as You Are Christian Fellowship                     | 6301 Miles Ave, Huntington Park      | 570 ft                     |
| Community Christian Church                                     | 6366 Passaic St, Huntington Park     | 1,000 ft                   |
| El Evangelio Eterno/ Iglesia Adventista del Septimo Dia Church | 6300 Stafford Ave, Huntington Park   | 600 ft                     |
| First Baptist Church of Huntington Park                        | 2662 Clarendon Ave, Huntington Park  | 660 ft                     |
| Huntington Park Full Gospel Assembly Church                    | 6128 Rita Ave, Huntington Park       | 270 ft                     |
| Iberoamerica Assembly of God                                   | 2805 Belgrave Ave, Huntington Park   | 810 ft                     |
| Jehovah's Witnesses  | 3700 E Florence Ave, Huntington Park | 630 ft                     |

| Facility                                   | Address                           | Distance to the LPA (feet) |
|--|-----------------------------------|----------------------------|
| Salvation Army                             | 2965 E Gage Ave, Huntington Park  | 830 ft                     |
| Southeast Churches Services Center         | 2780 E Gage Ave, Huntington Park  | 1,030 ft                   |
| St. Martha Parish                          | 6012 Seville Ave, Huntington Park | 900 ft                     |
| Cudahy Roman Catholic Mission              | 4235 Clara St, Cudahy             | 1,060 ft                   |
| Primera Iglesia Bautista del Sur de Cudahy | 4212 Clara St, Cudahy             | 910 ft                     |
| Full Gospel Tabernacle                     | 9611 Alondra Blvd, Bellflower     | 380 ft                     |
| First Christian Reformed Church            | 18411 Alburtis Ave, Artesia       | 760 ft                     |
| American Indian Bible Church               | 540 Main St, South Gate           | 140 ft                     |
| Community of Faith Bible Church            | 12025 Industrial Ave, South Gate  | 310 ft                     |
| Our Lady of the Rosary Catholic Church     | 14815 Paramount Blvd, Paramount   | 1,010 ft                   |
| Unshackled Ministries                      | 8721 Paseo St, Paramount          | 620 ft                     |
| Abundant Life Ministries                   | 9312 Alondra Blvd, Bellflower     | 560 ft                     |
| Bellflower Presbyterian Church             | 9630 Mayne St, Bellflower         | 650 ft                     |
| Bethany Christian Reformed Church          | 17054 Bixby Ave, Bellflower       | 1,000 ft                   |
| Hosanna Chapel                             | 16517 Bellflower Blvd, Bellflower | 490 ft                     |
| Hosanna Christian Fellowship               | 16705 Bellflower Blvd, Bellflower | 1,030 ft                   |
| Little Zion Primitive Baptist              | 16434 Woodruff Ave, Bellflower    | 890 ft                     |
| Lord's Church LA                           | 9740 Flower St, Bellflower        | 1,080 ft                   |
| Neighborhood Christian Fellows             | 9603 Belmont St, Bellflower       | 1,020 ft                   |
| Open Door Worship Center                   | 16518 Adenmoor Ave, Bellflower    | 290 ft                     |
| Seventh-Day Adventist Church               | 17008 Bixby Ave, Bellflower       | 1,000 ft                   |
| Southland Christian Academy                | 16400 Woodruff Ave, Bellflower    | 940 ft                     |
| The Universal Church                       | 15727 Bellflower Blvd, Bellflower | 840 ft                     |
| Voice of the Family Ministries             | 16537 Bellflower Blvd, Bellflower | 580 ft                     |
| World Mission Maranatha                    | 9140 Alondra Blvd, Bellflower     | 1,130 ft                   |
| Artesia Cerritos United Methodist Church   | 18523 Arline Ave, Artesia         | 1,020 ft                   |
| Holy Family Catholic Church                | 18708 Clarkdale Ave, Artesia      | 410 ft                     |
| Heavenbound Christian Reformed Church      | 18100 Dumont Ave, Cerritos        | 1,060 ft                   |
| Living Water Mission Church                | 19200 Pioneer Blvd, Cerritos      | 1,110 ft                   |

#### 4 Affected Environment and Environmental Consequences

| Facility  | Address                              | Distance to the LPA (feet) |
|---|--------------------------------------|----------------------------|
| <b>Emergency Services Facility</b>  |                                      |                            |
| Los Angeles County Fire Department – Station 165                                  | 3255 Saturn Ave, Huntington Park     | 960 ft                     |
| Los Angeles County Fire Department-Station 164                                    | 6301 S Santa Fe Ave, Huntington Park | 910 ft                     |
| Los Angeles County Fire Department-Station 165                                    | 3255 Saturn Ave, Huntington Park     | 1,040 ft                   |
| Los Angeles County Fire Department - Station 57                                   | 5720 Gardendale St, South Gate       | 490 ft                     |
| Los Angeles County Sheriff Bellflower Sub-Station                                 | 16615 Bellflower Blvd, Bellflower    | 730 ft                     |
| Los Angeles County Fire Department Station 30                                     | 19030 Pioneer Blvd, Cerritos         | 700 ft                     |
| <b>Government Offices</b>   |                                      |                            |
| Greater Huntington Park Area Chamber of Commerce                                  | 6330 Pacific Blvd, Huntington Park   | 1,020 ft                   |
| Los Angeles County Department of Mental Health - San Antonio Mental Health Center | 2629 Clarendon Ave, Huntington Park  | 660 ft                     |
| U.S. Social Security Administration   | 6303 Rugby Ave, Huntington Park      | 800 ft                     |
| County of Los Angeles Department of Public Social Services                        | 8130 Atlantic Ave, Cudahy            | 1,110 ft                   |
| Los Angeles County Agriculture  | 11012 Garfield Ave, South Gate       | 130 ft                     |
| Los Angeles County Animal Shelter   | 11258 Garfield Ave, Downey           | 520 ft                     |
| Los Angeles Public Works  | 11282 Garfield Ave, Downey           | 620 ft                     |
| Bellflower Chamber of Commerce  | 16730 Bellflower Blvd #A, Bellflower | 1,100 ft                   |
| Bellflower City Hall  | 16600 Civic Center Dr, Bellflower    | 290 ft                     |
| Los Angeles County Sheriff - Civil - Bellflower Courthouse                        | 10025 Flower St, Bellflower          | 410 ft                     |
| U.S. Post Office  | 9835 Flower St, Bellflower           | 970 ft                     |
| <b>Health Services</b>  |                                      |                            |
| Altamed - Senior Buenacare  | 6330 Rugby Ave, Huntington Park      | 1,050 ft                   |
| San Antonio Mental Health Center  | 2629 Clarendon Ave, Huntington Park  | 660 ft                     |
| Bellflower Health Center  | 10005 Flower St, Bellflower          | 420 ft                     |
| Rio Hondo Mental Health Clinic  | 17707 Studebaker Rd, Cerritos        | 220 ft                     |
| SSG Alliance Health Clinic  | 11100 Artesia Blvd, Cerritos         | 1,050 ft                   |

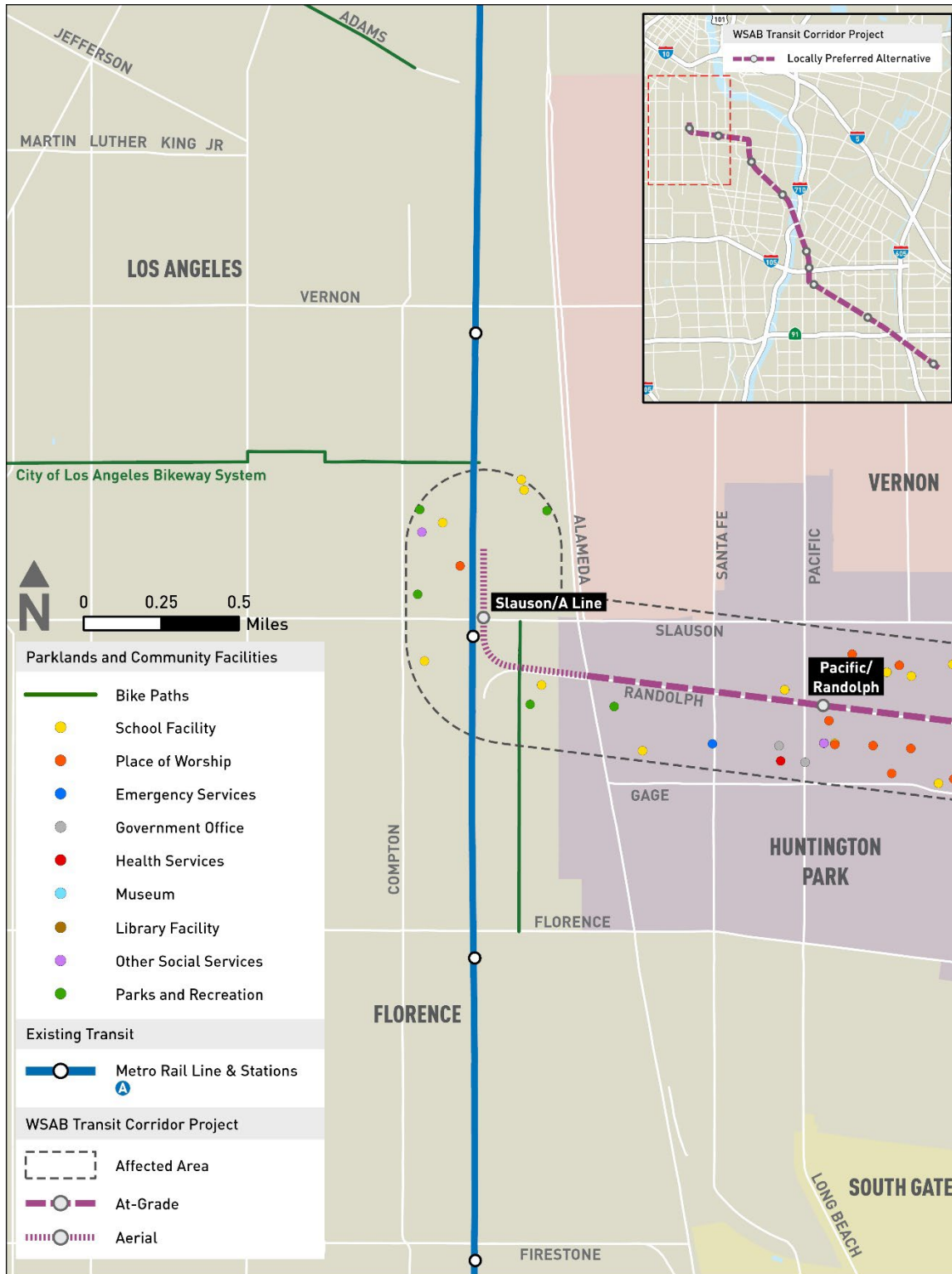
| Facility   | Address                             | Distance to the LPA (feet) |
|--|-------------------------------------|----------------------------|
| <b>Museum</b>  |                                     |                            |
| Los Angeles County Fire Museum   | 9834 Flora Vista St, Bellflower     | 240 ft                     |
| Artesia Historical Museum  | 18648-18698 Alburdis Ave, Artesia   | 140 ft                     |
| <b>Library Facility</b>  |                                     |                            |
| Hollydale Library  | 12000 Garfield Ave, South Gate      | 1,250 ft                   |
| Clifton M. Brakensiek Library  | 9945 Flower St, Bellflower          | 600 ft                     |
| Artesia Public Library   | 18722 Clarkdale Ave, Artesia        | 450 ft                     |
| <b>Other Social Services (i.e., cemetery, adult care, social assistance)</b> |                                     |                            |
| Slauson Senior Citizen Center  | 5306 Compton Ave, Los Angeles       | 1,020 ft                   |
| Human Services Association   | 2629 Clarendon Ave, Huntington Park | 660 ft                     |
| Salvation Army Corps Community Center  | 2965 E Gage Ave, Huntington Park    | 1,060 ft                   |
| Steelworkers Old Timers Foundation   | 3355 E Gage Ave, Huntington Park    | 450 ft                     |
| Hollydale Veterinary Hospital  | 11205 Garfield Ave, South Gate      | 440 ft                     |
| Hollydale Community Center   | 12221 Industrial Ave, South Gate    | 280 ft                     |
| Imperial Alano Club  | 8021 Rosecrans Ave, Paramount       | 310 ft                     |
| Kingdom Causes Community Center  | 16429 Bellflower Blvd, Bellflower   | 280 ft                     |
| Woodruff Care Home   | 16409 Woodruff Ave, Bellflower      | 990 ft                     |
| Artesia Cemetery   | 11142 Artesia Blvd, Cerritos        | 1,170 ft                   |

Source: TAHA 2023

Notes: <sup>1</sup> Distance identifies the community facilities located within 0.25-mile of the LPA unless otherwise noted.

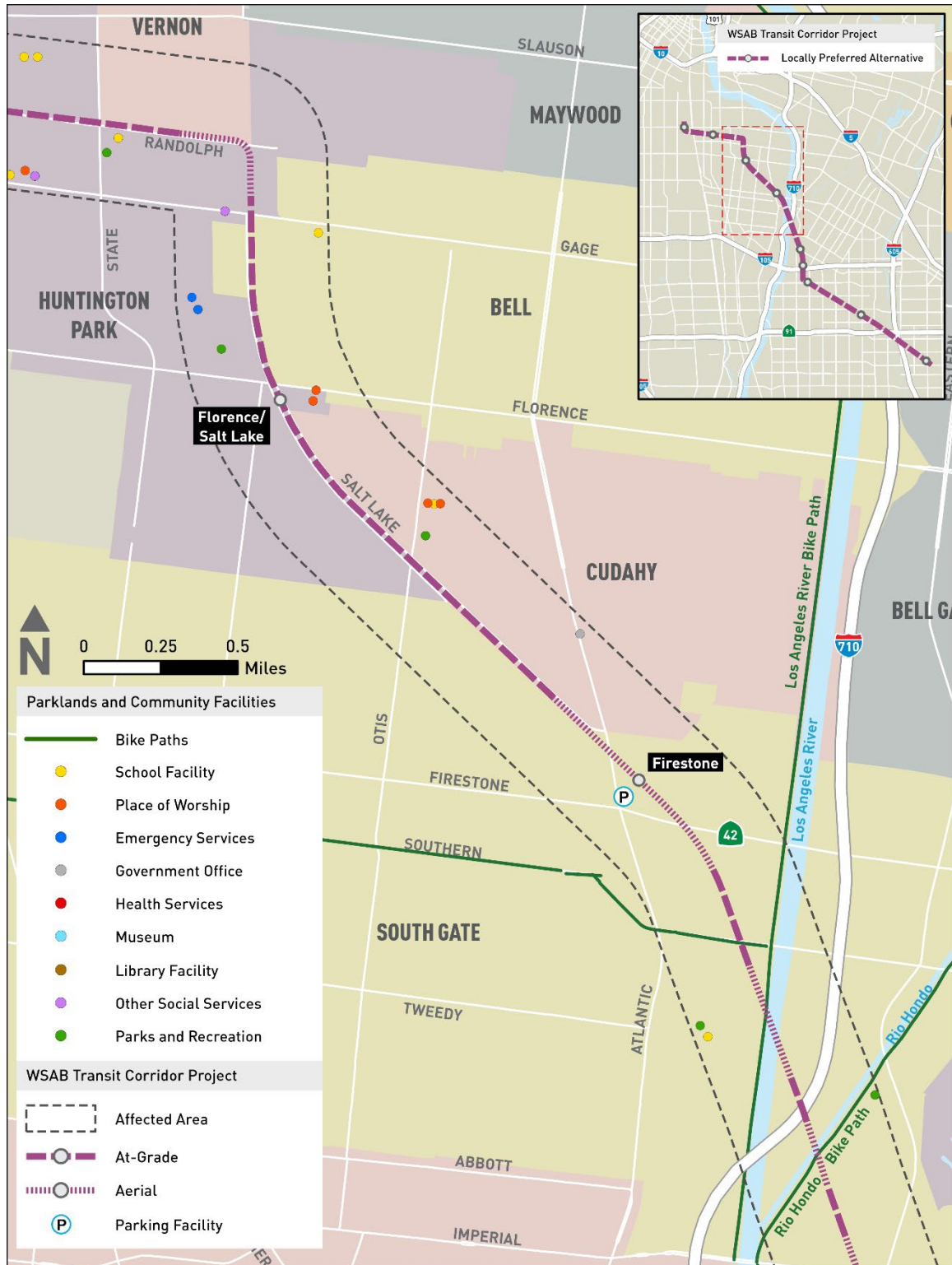
Figure 4-1 through Figure 4-5 identify the approximate locations of the parklands, community facilities, and bike facilities located within 0.25 mile of the LPA.

Figure 4-1. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the LPA (Slauson/A Line Station to Randolph Street)



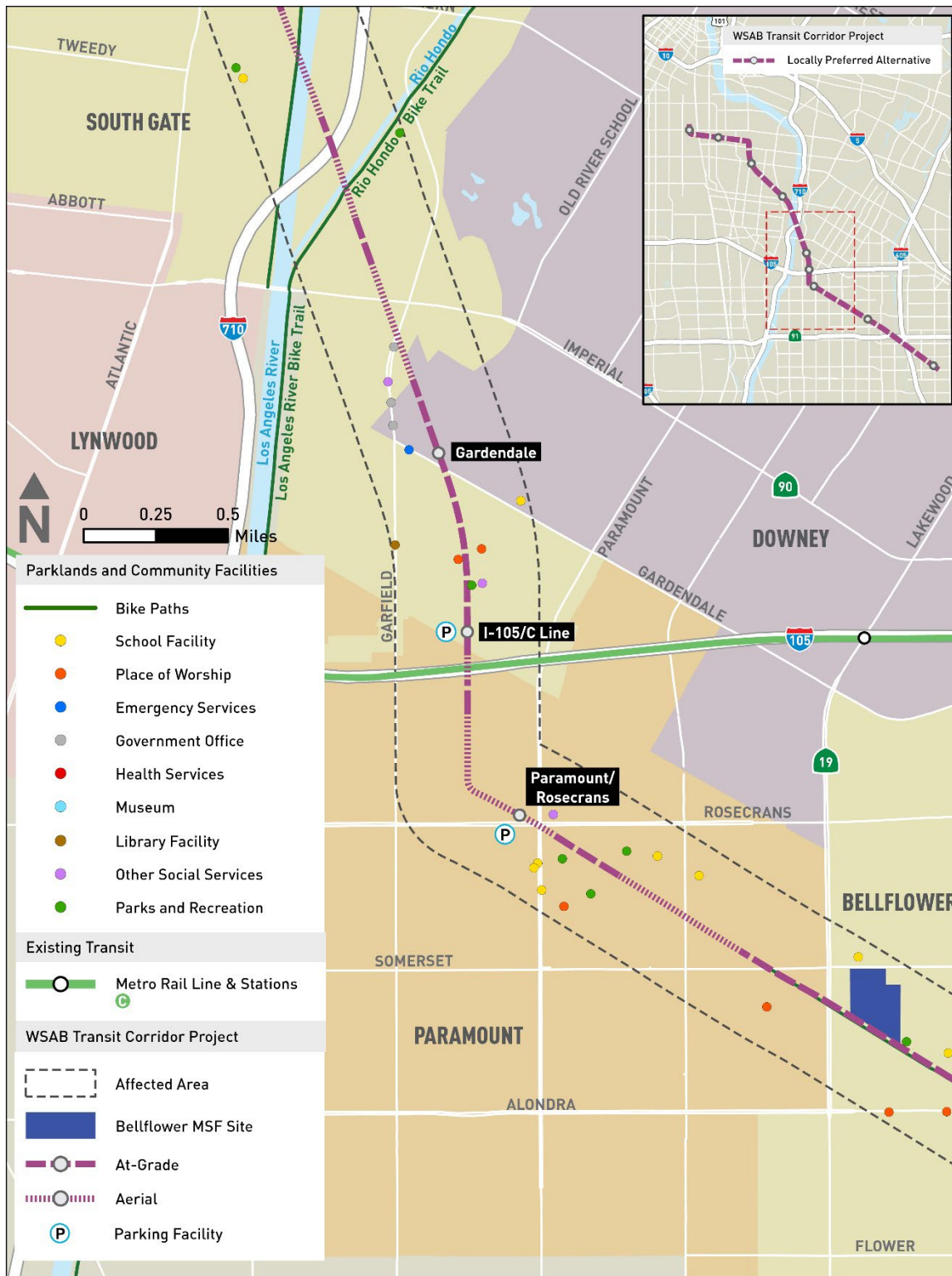
Source: TAHA 2023

Figure 4-2. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the LPA (Randolph Street, Huntington Park to Imperial Highway, South Gate)



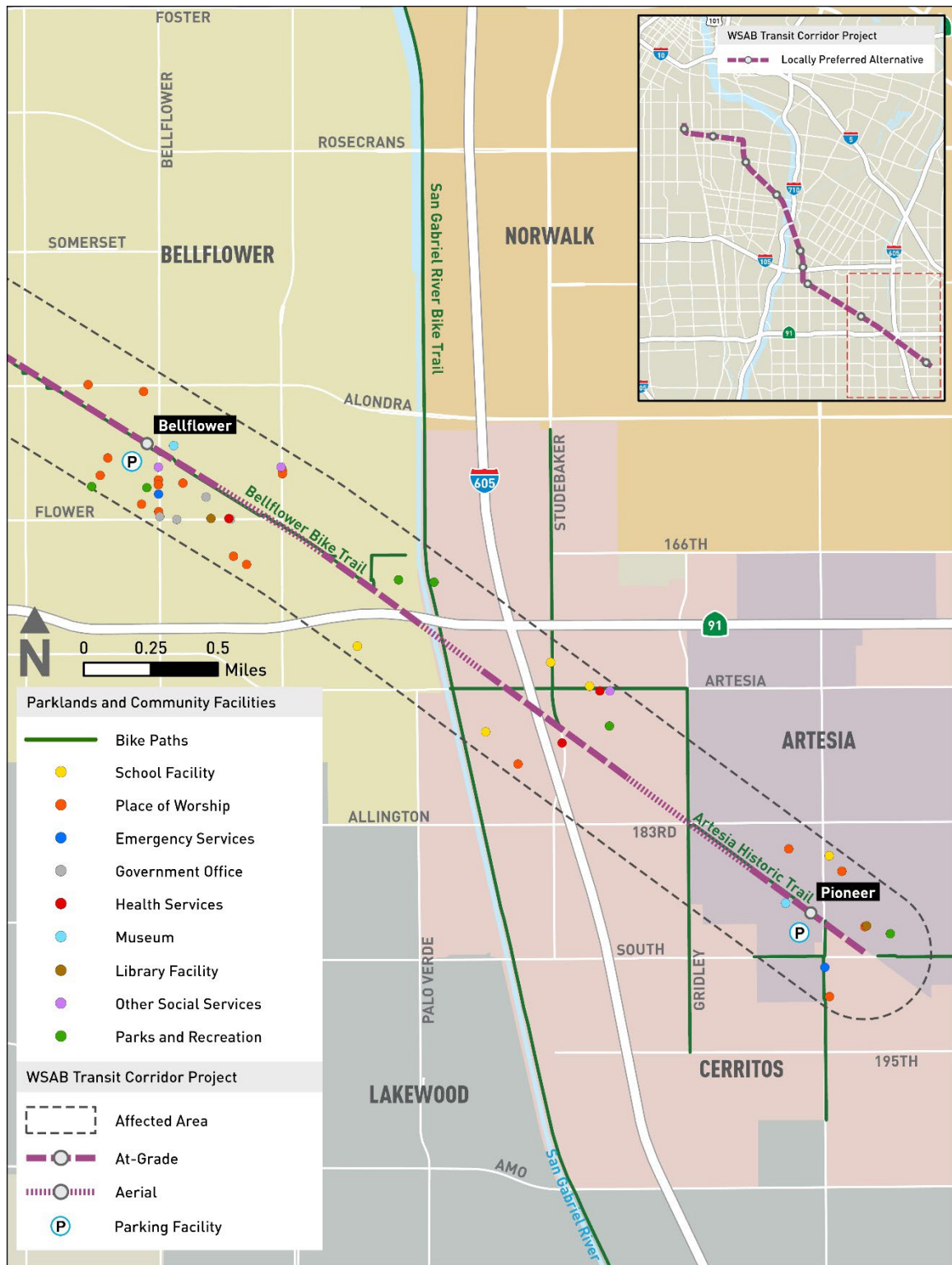
Source: TAHA 2023

Figure 4-3. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the LPA (Imperial Highway, South Gate to Alondra Boulevard, Bellflower)



Source: TAHA 2023

Figure 4-4. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the LPA (Alondra Boulevard, Bellflower to South Street, Artesia)



Source: TAHA 2023

Figure 4-5. Parkland, Bike Facilities, and Community Facilities within 0.25-Mile of the MSF Site



Source: TAHA 2023

## 5 ENVIRONMENTAL CONSEQUENCES /ENVIRONMENTAL IMPACTS

### 5.1 No Build Alternative

The No Build Alternative includes regional projects identified in the SCAG RTP/SCS (SCAG 2016), Metro’s 2009 LRTP (*Metro 2009*), and Measure M. Under the No Build Alternative, the Project will not be implemented. 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 includes local transportation-related projects, including Link Union Station (Link US), Active Transportation Rail to Rail/River Corridor, LAUS Forecourt and Esplanade Improvement, I-710 Corridor Bike Path project, and Cesar Chavez Bus Stop Improvements projects. Future bike paths identified along the project alignment in the *City of Los Angeles 2010 Bicycle Master Plan* (City of Los Angeles 2011), *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), *City of Bell Bicycle Master Plan* (City of Bell 2016), and the *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.

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, which would be subject to separate environmental analysis to evaluate potential impacts. The Project will not be developed and no structures along the project alignment will be demolished. The existing freight tracks within the rail ROW will remain undisturbed, and no aerial structures will be built along the public or rail ROWs. As such, the Project will not address anticipated congestion that could affect access to parklands, bike facilities, or community facilities. Therefore, the No Build Alternative is not expected to result in adverse effects related to parklands, bike facilities, or community facilities.

### 5.2 Locally Preferred Alternative

#### 5.2.1 Parklands

##### 5.2.1.1 Acquisition

The LPA will be located within street and rail ROWs or within acquired properties, and not on or through parklands and recreational facilities. Project components (e.g., TPSSs, parking facilities) of the LPA will not result in the acquisition and displacement of parklands and recreational facilities.

Paramount Park’s northern boundary is separated from the LPA by a 110-foot LADWP-owned utility ROW. In addition to this utility ROW, a 40-foot-wide strip owned by Metro is leased to the City of Paramount and designated for “[p]arking and landscaping for Paramount Park only, and no other uses.” Exhibit E to the lease states that “there is a possibility that the West Santa Ana Branch will be selected as a rail connector with Orange County. If such a decision is made, Metro will probably require the return of the entire ROW adjacent to

Paramount Park.” Per 23 Code of Federal Regulations 774.11(h), the property was reserved in the lease agreement for future transportation use while functioning temporarily to support park use.<sup>5</sup>

The LPA will require a partial property acquisition of the LADWP utility ROW to accommodate the track alignment, Paramount Bike Trial, Paramount pedestrian bridge that will connect the Paramount High School campuses, and a permanent aerial easement on public ROW at the corner of Paramount Boulevard and Rosecrans Avenue, as well as along the northern boundary of Paramount Park. The primary use of the LADWP utility ROW is not for recreational uses and will not directly affect the function of Paramount Park or the Paramount Bike Trail. The LPA will require termination of the lease agreement between Metro and the City of Paramount for the 40-foot-wide section of the Metro-owned ROW currently used for parking and landscaping for Paramount Park. The reversion of the leased parking area does not require property acquisition within the Paramount Park boundary. Recreational facilities and buildings at the park will not be disturbed, and the general function of Paramount Park will remain unchanged.

New TPSS sites and structures will be located on properties currently developed with surface parking lots, commercial uses, industrial uses, or are vacant, and abutting the LPA. The parking facilities at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station will be located on sites currently developed with commercial, industrial, and residential uses. These structures and facilities will not be located on or adjacent to parklands or sites developed with recreational facilities. Property acquisitions will comply with all applicable federal and state requirements, including the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1971 and the California Relocation Act. Therefore, the LPA will not result in an adverse effect related to displacement or acquisition of a park.

### 5.2.1.2 Parking

The LPA will affect off-site parking at Salt Lake Park and on-site parking at Paramount Park. Approximately 114 off-site parking spaces located within the San Pedro Subdivision ROW along the northbound side of Salt Lake Avenue between Bell Avenue and Florence Avenue are currently used by Salt Lake Park visitors. The LPA will require the removal/relocation of the off-site parking spaces; however, removal of the parking spaces will not result in an adverse effect related to parking or use of Salt Lake Park because other parking will remain available. The Salt Lake Park on-site parking lot along Salt Lake Avenue with approximately 58 parking spots and the 7 off-site parking spaces along the eastbound side of Salt Lake Avenue between Bell Avenue and Florence Avenue will not be affected. Street parking along Florence Avenue and Bissell Street, in addition to other on-site and off-site parking around Salt Lake Park, will remain unaffected. The general function of Salt Lake Park will not be affected.

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<sup>5</sup> License Agreement A000604 acknowledges that the return of the entire ROW adjacent to Paramount Park is a possibility for the WSAB rail connector project.

In the City of Paramount, the LPA will require termination of the lease agreement between Metro and the City of Paramount for the 40-foot-wide section of the Metro-owned ROW to accommodate the at-grade alignment and aerial easement. The area is currently used for parking and landscaping by Paramount Park. Approximately 20 (of approximately 300) on-site parking spots at Paramount Park along the northern boundary will be affected. However, the remaining approximately 280 on-site parking spots will be maintained to the extent practicable and off-site parking on Paramount Boulevard will not be affected. Park recreational facilities and buildings will not be disturbed, and the general function of Paramount Park will remain unchanged. Therefore, the LPA will not result in an adverse effect related to park parking.

### 5.2.1.3 Access

The alignment and stations for the LPA will be located at-grade or aerial entirely within the street or rail ROWs or within acquired properties. The LPA will not obstruct vehicle or pedestrian access to and from the parklands and recreational facilities in the Affected Area. Instead, accessibility to the parklands and recreational facilities may be improved by having a nearby transit station. Lillian Street Elementary (its recreational facilities are for public use when school is not in session) will be located adjacent to the rail ROW, which currently contains the Metro A (Blue) Line. Salt Lake Park and Paramount Park are also located adjacent to the LPA.

Safety barriers are currently in place along the Metro A (Blue) Line alignment for safety and to hinder illegal track crossings. The LPA will include additional safety barriers as necessary along the alignment and in the station areas. It can also be assumed that crossing the tracks as a form of a shortcut to access the adjacent parks is illegal. Pedestrian and vehicular access to parklands and recreational facilities will be maintained at intersections and will not be impeded as a result of the LPA. In addition, the LPA will increase general access to the surrounding parks by providing new transit stations near park and recreational facilities. Furthermore, partial acquisition of the adjacent LADWP utility ROW and reversion of the leased parking in Paramount Park will not adversely affect existing vehicle and pedestrian access to the park, and access from Paramount Boulevard to Paramount Park will not be affected. Therefore, the LPA will not result in an adverse effect related to park access.

### 5.2.2 Bike Facilities

The existing and planned bike paths identified along the LPA will help achieve Metro's First and Last Mile objectives for transit-oriented communities and provide connectivity to the station areas and surrounding communities. Street improvements as part of the LPA (e.g., grade separations, traffic signalization) will also be implemented using the Metro Rail Design Criteria (MRDC) or equivalent as design guidance to keep bike facilities accessible.

Bike facilities within 0.25-mile of the alignment include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System; the Los Angeles River Bike Path; Rio Hondo Bike Path; Paramount Bike Trail; Bellflower Bike Trail; San Gabriel River Mid-Trail; Artesia Historic District Recreation Trails; and bikeways maintained by the County of Los Angeles (see Figure 4-1 through Figure 4-5). The LPA will not impede or affect access to and from the City of Los Angeles Bikeway System. A portion of the alignment will be aerial and cross above the Los Angeles River Bike Path and the Rio Hondo Bike Path in the City of South Gate via new bridges that span the river channels. As such, access to and from these bike paths will not be affected. The alignment will also cross over the San Gabriel River Mid-Trail via the existing rail ROW bridge, and access to and from the bike paths will not be affected.

The LPA will be adjacent to the Paramount Bike Trail, Bellflower Bike Trail, and Artesia Historic District Recreation Trails located parallel along and partially within the PEROW. Operation of the LPA within segments of the PEROW extending south from the intersection of Rosecrans Avenue and Paramount Boulevard to Lakewood Boulevard may not have sufficient room to accommodate the project alignment and operate the Paramount Bike Trail safely, which may require a realignment of the Paramount Bike Trail.<sup>6</sup> Specifically, 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 along this segment requiring the realignment of this segment of the existing bike trail to the north side of the PEROW. Relocating 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. This segment of the existing bike trail is located at the end of the Paramount Bike Trail. Although segments of the Paramount Bike Trail will be realigned, the bike trail will remain operational and continue to be used by the community, and access to and from this bike path will not be affected.

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; the function of the bike trail will be maintained; and access to and from this bike path will not be affected. The bike trail and bus stop will continue to be available for use by the community.

The LPA will not require the realignment of the Artesia Historic District Recreation Trails. The bike trails will remain within the PEROW; the function of the bike trails will be maintained; and access to and from this bike trail will not be affected. The bike trails will continue to be available for use by the community.

With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), modifications to the bicycle facilities will maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. Therefore, with the implementation of mitigation, the LPA will not result in an adverse effect related to access to existing bike facilities.

The following analysis regarding the implementation of planned bike paths is further discussed in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a). The LPA could preempt or obstruct future development and implementation of bike paths proposed and identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016). The following rail ROW locations along the alignment will not have adequate space to accommodate a bicycle path, LRT tracks, and relocated freight tracks. While planned, the bike facilities are concepts in the local plans and are not funded and are not scheduled for implementation in local capital improvement budgets/programs; therefore, they

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<sup>6</sup> A Bikeway License Agreement between the City of Paramount and Metro was signed in February 2023. The license property comprises of the Metro-owned property south end of the Metro's ROW running south-east, starting from the intersection of Paramount Boulevard and Rosecrans Avenue and diverting outside of Metro's ROW, approximately 300 feet east of the Paramount pedestrian bridge.

are considered remote and speculative. The LPA will result in an inconsistency with the current local plans, and an adverse effect will occur. Preempted planned bike paths include the following:

***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 accommodate a planned Class I bicycle path along Salt Lake Avenue. Salt Lake Avenue ROW has sufficient space to accommodate a planned Class II or Class III bicycle path 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 within the City of Huntington Park, Bell and Cudahy connected within each city.

***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 enough space to accommodate a planned bike path, LRT tracks, and the freight tracks north of Rayo Avenue and south of the LA River in the City of South Gate, nor space to develop a Class I bicycle path along Salt Lake Avenue. 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.

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 within each jurisdiction. Metro will continue coordination with the City of Huntington Park to minimize potential adverse effects to the future implementation of the *City of Huntington Park Bicycle Transportation Master Plan* and the City of South Gate to minimize potential adverse effects to the future implementation of the *City of South Gate Bicycle Transportation Plan*. As part of this effort, Metro, as appropriate, will support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. 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 (for additional discussion on the LPA and the bicycle path as it relates to land use planning, refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]). Therefore, even with implementation of mitigation, an adverse effect will occur as the LPA may preempt future development and implementation of a planned bike path and limit access to bicycle facilities.

### 5.2.3 Community Facilities

#### 5.2.3.1 Acquisition

Table 5.1 summarizes effects to community facilities along the LPA alignment. Property acquisitions will be required to accommodate aerial columns and structures; grade separations and track alignment; TPSS sites and structures; and parking facilities.

Table 5.1. Potential Adverse Effects to Community Facilities Located within 0.25 Mile of the LPA

| Facility Name  | Type of Acquisition                    | Loss of Supporting Street Parking | Affects Vehicle Access | Affects Pedestrian Access |
|--|--|-----------------------------------|------------------------|---------------------------|
| <b>American Indian Bible Church</b><br>5840 Main St, South Gate        | Partial acquisition;<br>grade crossing | Yes                               | No                     | No                        |
| <b>San Antonio Elementary School</b><br>6222 State St, Huntington Park | Partial acquisition;<br>grade crossing | Yes                               | No                     | No                        |

Source: TAHA 2023

Partial property acquisition to accommodate grade-crossing improvements will be required at San Antonio Elementary School on the edge of the property closest to the public sidewalks and along the southwestern corner of the American Indian Bible Church property. Partial property acquisition to accommodate a TPSS site will be required along the eastern boundary at the LADWP property adjacent to the rail ROW. The partial acquisitions will not disturb existing buildings or change or impact the functionality of the facilities or impact the general function or use of the community facilities. Other new TPSS sites and structures will be located on properties currently developed with surface parking lots, commercial uses, industrial uses, or are vacant, and abuts the LPA. The parking facilities at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station will be located on sites currently developed with commercial, industrial, and residential uses and not on properties with community facilities. Partial property acquisition of these properties will not change or impact the functionality of the facilities, and the parking facilities will not be located on properties with community facilities. Therefore, the LPA will not result in an adverse effect related to the functionality of the community facilities.

### 5.2.3.2 Parking

Partial property acquisitions will not affect on-site or street parking for community facilities. However, in Huntington Park the restriping of Randolph Street and State Street to accommodate the LPA alignment and grade-crossing improvements will affect street parking on Randolph Street between State Street and Plaska Avenue. State Street parking south of the southern driveway into San Antonio Elementary School will not be affected. Also, in Huntington Park, street parking on Main Street adjacent to the American Indian Bible Church will be affected, but street parking along Industrial Avenue will not be affected. Therefore, the LPA will not result in an adverse effect related to community facility parking.

### 5.2.3.3 Access

The LPA will be aerial or at-grade in the street ROW, rail ROW, or within acquired properties and will not affect vehicle or pedestrian access to community facilities during operation. Access points to the affected community facilities will not be changed or impacted, and accessibility to community facilities to the nearest station areas will be enhanced. This includes rebuilding the Paramount pedestrian bridge that will connect the east and west campuses of Paramount High School. Partial property acquisitions will avoid impacting access points to community facilities, and pedestrian and vehicular access to community facilities will be maintained and will not be impeded. Therefore, the LPA will not result in an adverse effect related to community facility access.

## 5.3 Design Option: Close 186th Street

### 5.3.1 Parklands

The design option to close 186th Street but introduce an at-grade crossing at 187th Street would not require the acquisition or displacement of parklands or recreational facilities. Therefore, consistent with the LPA without the design option, the design option would not result in an adverse effect related to parklands and recreational facilities.

### 5.3.2 Bike Facilities

The LPA with the design option would not impede or affect access to and from the bikeways. The nearest bike facility to 186th Street is the Artesia Historic District Recreation Trails that parallels the LPA between 183rd Street/Gridley Road and 187th Street/Corby Avenue. The LPA with the design option would not require the realignment of the Artesia Historic District Recreation Trails. 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 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 implementation of mitigation, the LPA with the design option may still preempt future development and the implementation of the planned bike paths (for additional discussion on the LPA with the design option and the bicycle path as it relates to land use planning, refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* [Metro 2024a]). Under NEPA, the LPA with the design option will have an adverse effect related to consistency with bicycle plans after implementation of mitigation.

### 5.3.3 Community Facilities

The design option would not require the acquisition of community facility properties as it would involve closing 186th Street rather than 187th Street. The design option would not affect on- or off-site parking or impede vehicle and pedestrian access used for surrounding community facilities. Therefore, consistent with the LPA without the design option, the LPA with the design option would not result in an adverse effect related to community facilities.

## 5.4 Maintenance and Storage Facility

### 5.4.1 Parklands

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 recreational commercial business is not a public parkland or recreational facility, and acquisition of this property will be required. 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 has continued to coordinate extensively with the city, including after circulation of the Draft EIS/EIR. In a meeting in April 2022, the city confirmed that the parcels acquired for the MSF are not a significant park or recreation area. 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 site will not result in adverse effects related to consistency with local land use plans, policies, and regulations.

The nearest parkland is the Flora Vista Dog Park located adjacent to the southeastern edge of the property. The MSF site will not affect on-site or street parking used by visitors to Flora Vista Dog Park. Pedestrian and vehicle access to Flora Vista Dog Park will be maintained and will not be impeded.

### 5.4.2 Bike Facilities

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 site lead tracks, LRT tracks, and operate the Bellflower Bike Trail safely. As discussed in Section 5.2.2, realignment in this segment of the Bellflower Bike Trail will be required to maintain connectivity with the Paramount Bike Trail west of Lakewood Boulevard and the other segments of the Bellflower Bike Trail, although realignment will not be required near the MSF site. With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) modifications to the bicycle facilities will maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail. In summary, all functions of the MSF will be located within the facility and the lead tracks will be located within the PEROW, the MSF site will not impair the function of the bike trail and access to and from the bike trail will be maintained. Therefore, with implementation of the mitigation measure, the MSF site will not result in an adverse effect related to bike facilities.

### 5.4.3 Community Facilities

The MSF site is currently used by the Hollywood Sports Airsoft and Paintball Park and Bellflower BMX, a recreational commercial business, and is not identified as a community facility. The property site will require two full property acquisitions. The MSF site will not affect on-site or street parking used by surrounding community facilities. Access to surrounding community facilities will be maintained and vehicle or pedestrian access will not be impeded. Therefore, the MSF site will not result in an adverse effect related to community facilities.

## 5.5 U.S. Army Corps of Engineers Facilities

The LPA alignment will cross three US Army Corp of Engineers facilities: the concrete-lined LA River and Rio Hondo channels just west and east, respectively, of I-710, and the concrete-lined San Gabriel River channel just west of I-605. Operation of the LPA at the U.S. Army Corps of Engineers (USACE) facilities will not require the acquisition or displacement, or impede or affect access to parklands and recreational facilities, bike facilities, or community facilities as none are located within these facilities. 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 transects the following Caltrans facilities, from north to south: I-710, I-105, SR-91, and I-605.

Operation of the LPA at the Caltrans facilities will result in a footprint on the existing facilities that is very similar to the current footprints. Operation of the LPA at the Caltrans facilities will not require the acquisition or displacement, or impede or affect access to parklands and recreational facilities, bike facilities, or community facilities as none are located within these facilities. 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, impacts on parklands and community facilities are also analyzed in accordance with Appendix G of *the CEQA Guidelines*.

### 6.1 Threshold PARK-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?

#### 6.1.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed, and existing land uses will remain unchanged unless identified for change in published long-range planning documents; no properties would be acquired for the LPA; no structures along the project alignment would be demolished; and no new structures would be constructed. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed within or along the rail ROW could be implemented and would not be affected by the LPA. These bike paths would enhance and connect with existing active transportation corridors for the cities. The No Project Alternative would not impact off-site or on-site parking used for parklands or governmental facilities and would not result in the need for the expansion or construction of new parkland or governmental facilities. In addition, unlike the LPA, the No Project Alternative would not provide greater accessibility to nearby parklands and governmental facilities. Therefore, impacts to parks or recreational and governmental facilities would be less than significant.

##### 6.1.1.1 Mitigation Measures

No mitigation measures are required.

##### 6.1.1.2 Impacts Remaining After Mitigation

Less than significant impact.

#### 6.1.2 Locally Preferred Alternative

The LPA is an infrastructure improvement project in an urban setting that will provide a mode of transportation, accessibility, and connectivity in the surrounding communities. The LPA will not directly create or increase the residential population of the surrounding communities that will result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Instead, accessibility to parklands, recreational facilities, and governmental facilities may be improved by having a nearby transit station.

As discussed in Section 5.2.2, the LPA will help achieve Metro's First and Last Mile objectives for transit-oriented communities, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Realignment of segments of the Paramount Bike Trail and Bellflower Bike Trail will not result in adverse physical effects or prevent access to bike facilities, and impacts will be less than significant. Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will be effective to demonstrate that modifications to the bicycle facilities will maintain connectivity with other segments of the Paramount Bike Trail and Bellflower Bike Trail and further reduce impacts to a less than significant level as it relates to connectivity.

The LPA could preempt future development and implementation of planned bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016) and will result in a significant and unavoidable impact. 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. Preempted planned bike paths include the following:

- Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy)
- Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate)

Converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and will maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact will occur. Metro continues to coordinate with jurisdictions and local agencies so that the LPA will not preempt future development, goals, and plans within each jurisdiction. 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 within each jurisdiction. As part of this effort, Metro, as appropriate, will support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. 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 may still preempt future development and the implementation of the planned bike paths and limit access to bicycle facilities. Therefore, even with implementation of mitigation, the LPA will result in a significant and unavoidable impact.

### 6.1.2.1 Mitigation Measures

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

### 6.1.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

### 6.1.3 Design Option: Close 186th Street

The LPA with the design option would not generate a new residential population of the surrounding communities that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Similar to the LPA without the design option, the LPA with the design option would not impede or affect access to and from nearby parklands, bikeways, or recreational facilities. The nearest bike facility to 186th Street is the Artesia Historic District Recreation Trails that parallels the LPA between 183rd Street/Gridley Road and 187th Street/Corby Avenue. The LPA with the design option would not require the realignment of the Artesia Historic District Recreation Trails. The bike trails would remain within the PEROW, and the function of and access to and from the bike trails would be maintained. The bike trails would continue to be available for use by the community. 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.

#### 6.1.3.1 Mitigation Measures

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

#### 6.1.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

### 6.1.4 Maintenance and Storage Facility

The MSF site will not result in physical impacts to nearby public parks or community facilities and will not generate a new residential population that will increase the need for new recreational facilities. As discussed in Section 5.4.1, the City of Bellflower has confirmed that the site is designated as Open Space and currently leased by the city for use as a recreational commercial business (Hollywood Sports Park and Bellflower BMX). 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. The land is not a public parkland or recreational facility, or government facility. Metro continues to undergo extensive coordination with 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. As discussed in Section 5.4.2, changes to the Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue and implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will maintain access and connection between the bike facilities. Therefore, impacts will be less than significant.

#### 6.1.4.1 Mitigation Measures

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

#### 6.1.4.2 Impacts Remaining After Mitigation

Less than significant impact.

### 6.2 Threshold PARK-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

#### 6.2.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed, and existing land uses would remain unchanged unless identified for change in published long-range planning documents; no properties would be acquired for the LPA; no structures along the project alignment would be demolished; and no new structures would be constructed. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed within or along the rail ROW could be implemented and would not be affected by the Project. These bike paths would enhance and connect with existing active transportation corridors for the cities. The No Project Alternative would not directly increase the use of the existing neighborhood and regional parks, bike facilities, or other recreational facilities and would not accelerate physical deterioration of such facilities. Therefore, impacts would be less than significant.

##### 6.2.1.1 Mitigation Measures

No mitigation measures are required.

##### 6.2.1.2 Impacts Remaining After Mitigation

Less than significant impact.

#### 6.2.2 Locally Preferred Alternative

The LPA will improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station. The LPA will not directly increase the local residential population that will result in an increased use of parklands and other recreational facilities. However, improved access to recreational facilities may result in more use by the local and surrounding communities for recreational purposes. Occasionally, an increase in parkland and recreational facilities may also occur during large community events such as fairs and festivals. Such events would occur only occasionally, and the city departments would provide adequate services and resources to serve the attendees of these events. An increase in use could occur; however, it is anticipated to be minimal and the potential increase in the use of parklands and recreational facilities will not result in the need for construction of new parklands or community facilities.

The existing and planned bike paths identified along the LPA will also help achieve Metro's First and Last Mile objectives for transit-oriented communities, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities. Street improvements as part of the LPA (e.g., grade separations, signaling) will also be implemented using the MRDC or equivalent as design guidance to

keep bike facilities accessible. Bike facilities within 0.25-mile of the alignment of the LPA include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System, the Los Angeles River Bike Path, Rio Hondo Bike Path, Paramount Bike Trail, Bellflower Bike Trail, San Gabriel River Mid-Trail, and the Artesia Historic District Recreation Trails. The existing Paramount Bike Trail and Bellflower Bike Trail will also need to be reconfigured to accommodate the LPA, but changes will not accelerate physical deterioration of the bike facilities and connection will be maintained with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). Several planned bike facilities will be required to be re-categorized as Class II or Class III bicycle paths to accommodate the LPA and to keep bicycle networks connected within each city. As discussed in Section 6.1.2, converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and will maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact will occur.

Nonetheless, the Project is a transportation infrastructure project and will not result in a direct increase to the local residential population that may result in an increased use of the bike facilities. However, as the LPA will improve accessibility to the bike facilities by having a nearby transit station, an increase in use by the local and surrounding communities may occur. The increased use is not expected to severely impact the existing infrastructure of the bike facilities, as all maintenance on the bike facilities will be provided by the local city. Furthermore, the existing and planned bike facilities will be reconfigured with the coordination of each city so the bike facilities will be able to accommodate the LPA while meeting city standards. It is anticipated that an increase in use will be minimal and will not result in the need for construction of new bike paths beyond what is already planned in the bike master plans. Therefore, impacts will be less than significant, and mitigation will not be required.

#### **6.2.2.1 Mitigation Measures**

No mitigation measures are required.

#### **6.2.2.2 Impacts Remaining After Mitigation**

Less than significant impact.

#### **6.2.3 Design Option: Close 186th Street**

Similar to the LPA without the design option, the LPA with the design option would not create new residential populations that would directly increase the use of existing parks, recreational facilities, or bike facilities in the surrounding communities. Improved access to recreational facilities may result in more use by the local and surrounding communities for recreational purposes. However, any increased use is expected to be minimal and would not result in or accelerate substantial physical deterioration of parks, bikeways, and recreational facilities. The nearest bike facility to the design option is the Artesia Historic District Recreation Trails that parallels the LPA between 183rd Street/Gridley Road and 187th Street/Corby Avenue. Similar to the LPA without the design option, the use of this bike facility may increase; however, the increased use is not expected to severely impact this bike facility as all maintenance of this facility would be provided by the City of Artesia. The increase in use would be minimal and would not result in the need for construction of new bike paths beyond what is planned by the City of Artesia. Therefore, impacts would be less than significant.

#### **6.2.3.1 Mitigation Measures**

No mitigation measures are required.

#### **6.2.3.2 Impacts Remaining After Mitigation**

Less than significant impact.

#### **6.2.4 Maintenance and Storage Facility**

The MSF site will not create new residential populations that directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. The MSF site is a support facility for the Project and will provide maintenance and storage services and will not provide improved access to parks, recreational facilities, and bike facilities that may result in increased use. Therefore, impacts will be less than significant, and mitigation would not be required.

#### **6.2.4.1 Mitigation Measures**

No mitigation measures are required.

#### **6.2.4.2 Impacts Remaining After Mitigation**

Less than significant impact.

### **6.3 Threshold PARK-3: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

#### **6.3.1 No Project Alternative**

Under the No Project Alternative, the LPA would not be constructed, and existing land uses would remain unchanged unless identified for change in published long-range planning documents; no properties would be acquired for the LPA; no structures along the project alignment would be demolished; and no new structures would be constructed. The existing freight tracks within the rail ROWs would remain undisturbed, and no aerial structures would be built along the public or rail ROWs. Plans for bike paths proposed within or along the rail ROW could be implemented and would not be affected by the Project. These bike paths would enhance and connect with existing active transportation corridors for the cities and would undergo individual environmental clearance. Therefore, impacts would be less than significant, and mitigation would not be required.

#### **6.3.1.1 Mitigation Measures**

No mitigation measures are required.

#### **6.3.1.2 Impacts Remaining After Mitigation**

Less than significant impact.

#### **6.3.2 Locally Preferred Alternative**

The Project is a transportation infrastructure project that will provide new transit options to the surrounding community. The LPA does not include the construction of recreational facilities or require the expansion of existing park facilities.

Bike facilities within 0.25-mile of the LPA include the Class I, II, III, and IV bikeways of the City of Los Angeles Bikeway System, the Los Angeles River Bike Path, Rio Hondo Bike Path, Paramount Bike Trail, Bellflower Bike Trail, San Gabriel River Mid-Trail, and the Artesia Historic District Recreation Trails. The existing Paramount Bike Trail and Bellflower Bike Trail will be reconfigured to accommodate the Project, and access and connectivity will be maintained with the implementation of Mitigation Measure LU-1 (Consistency with Bike Plans). The modifications will not result in a significant impact to the physical effects of the environment.

As discussed in Section 6.1.2, several planned bike facilities will also require re-categorization from Class I to Class II or Class III bicycle paths and that could preempt future development and implementation of bike paths identified in the *City of Huntington Park Bicycle Transportation Master Plan* (City of Huntington Park 2014), *City of Cudahy 2040 General Plan* (City of Cudahy 2018), *South Gate Bicycle Transportation Plan* (City of South Gate 2012), and *City of Bell Bicycle Master Plan* (City of Bell 2016). 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. Therefore, they are remote and speculative. Preempted planned bike paths include the following:

- Class I bicycle path along Salt Lake Avenue (Cities of Huntington Park, Bell, and Cudahy)
- Class I bicycle path north of Rayo Avenue and south of the LA River (City of South Gate)

Converting the planned Class I bicycle paths into Class II or Class III bicycle paths is feasible and will maintain the connectivity identified in the bicycle master plans. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and a significant impact will occur. The LPA could preempt future development and implementation of the planned Class I bicycle path along Salt Lake Avenue and the planned Class I bicycle path north of Rayo Avenue and south of the Los Angeles River.

Metro continues to coordinate with jurisdictions and local agencies so that the LPA will not preempt future development, goals, and plans within each jurisdiction. 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 within each jurisdiction. As part of this effort, Metro, as appropriate, will prepare amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. 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 may still preempt future development and the implementation of the planned bike paths, as well as limit access to bicycle facilities. Therefore, even with implementation of mitigation, impacts related to bike facilities will be a significant and unavoidable impact.

### 6.3.2.1 Mitigation Measures

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

### 6.3.2.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

### 6.3.3 Design Option: Close 186th Street

The LPA with the design option is a transportation infrastructure project that would provide new transit options to the surrounding community. Similar to the LPA without the design option, the LPA with the design option would not include the construction or expansion of recreational facilities and would not impede or affect access to and from nearby parklands, bikeways, or recreational facilities. The nearest bike facility to 186th Street is the Artesia Historic District Recreation Trails that parallels the LPA between 183rd Street/Gridley Road and 187th Street/Corby Avenue. The LPA with the design option would not require the realignment of the Artesia Historic District Recreation Trails. The bike trails would remain within the PEROW, and the function of and access to and from the bike trails would be maintained. The bike trails would continue to be available for use by the community. 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.

#### 6.3.3.1 Mitigation Measures

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

#### 6.3.3.2 Impacts Remaining After Mitigation

Significant and unavoidable impact.

### 6.3.4 Maintenance and Storage Facility

The MSF site is a support facility and will provide maintenance and storage services to the Project. The MSF site does not include the construction of recreational facilities or require the expansion of existing recreational facilities. However, 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 current land use is not a public parkland or recreational facility.

As discussed in Section 5.4.2, changes to the Bellflower Bike Trail segment from Lakewood Boulevard south to Clark Avenue and implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will maintain access and connection between the bike facilities. Modifications to the bike trail will not result in adverse physical effects, and access to and from the community will be maintained; therefore, impacts will be less than significant.

**6.3.4.1 Mitigation Measures**

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

**6.3.4.2 Impacts Remaining After Mitigation**

Less than significant impact.



## 7 CONSTRUCTION IMPACTS

### 7.1 Construction Activities

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

### 7.2 Regulatory Background and Methodology

#### 7.2.1 Regulatory Background

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

#### 7.2.2 Methodology

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

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

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

### 7.3 Construction Impacts

#### 7.3.1 No Build Alternative

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

### 7.3.2 Locally Preferred Alternative

Construction impacts to recreational facilities and community facilities related to construction-related acquisitions, air quality, noise and vibration, and traffic and parking may occur.

**Acquisitions.** Partial property acquisitions for construction or temporary construction easements will be located primarily on Metro-acquired properties and consist of commercial, industrial, or vacant properties. As construction activities will be temporary, existing buildings on the properties and their essential functions will not be permanently disturbed, and the site will be returned to preconstruction conditions once construction is completed. Parcels to be acquired for construction support sites will not be located on, and will not permanently disrupt, parklands, recreational facilities, bike facilities, and community facility properties. Therefore, adverse effects related to property acquisitions for construction or temporary construction easements in the context of parklands and community facilities will not occur.

**Air Quality.** Construction activities will generate emissions of air pollutants through heavy-duty equipment exhaust, fugitive dust from ground disturbance and material movement, construction worker vehicles exhaust, and heavy-duty trucks used for hauling and vendor deliveries. All construction activities will be temporary and be required to comply with the provisions of Metro's Green Construction Policy and adhere to best management practices to control emissions and exposure to air pollution generated by construction in compliance with the South Coast Air Quality Management District Rule 403 governing fugitive dust control. However, construction-related emissions will be lower than the South Coast Air Quality Management District's regional mass daily thresholds and will not result in adverse effects to air quality. Based on the conservative assumptions that sensitive receptors will be located within 80 feet of construction site boundaries and modeled construction assumptions for regional and localized emissions, construction-related activities will not expose sensitive receptors, such as parklands, recreational facilities, bike facilities, and community facility users, to air pollutants, and adverse effects will not occur. Therefore, adverse effects related to construction-related air quality in the context of parklands and community facilities will not occur.

**Noise and Vibration:** Based on noise measurements conducted for the Project and the location of sensitive uses (e.g., schools, hospitals, churches), noise and vibration related to construction may affect community facilities within 500 feet of potential construction activities. Approximately 26 community facilities could be impacted by temporary construction-related noise; however, no parklands or recreational facilities will be affected. It is anticipated that several construction phases will occur simultaneously along the project alignment, accommodating activities requiring lengthy construction times such as utility relocations and aerial segments. Simultaneous construction may also reduce the overall construction duration. Working hours of construction will vary to meet the type of work being performed and to meet local ordinance restrictions. Nighttime and weekend construction may be required to mitigate potential impacts to commute-period traffic congestion and to accommodate construction scheduling for specific work activities. Based on construction activities, location of sensitive receptors to construction activities, and use of construction equipment, temporary construction-related noise and vibration may result in adverse effects. Mitigation Measure NOI-6 (Noise Control Plan) and Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near

Historic Properties/Historical Resources) will be implemented during construction to reduce construction noise and vibration impacts to the extent feasible and where applicable. With mitigation, vibration impacts during construction will not occur; but construction noise will still likely exceed the FTA construction noise criteria. Impacts related to noise will be temporary and are not anticipated to reach noise levels that will inhibit use of parklands, recreational facilities, and community facilities.

**Access and Parking.** For the safety of pedestrians, bicyclists, and construction workers, construction-related traffic, sidewalk and bike facility detours, and lane closures could affect temporarily access and parking for parklands, recreational facilities, and community facilities. Access to parklands, recreational facilities, and community facilities will be maintained to the extent practicable. As a result, pedestrian and bicycle access routes in the construction area will be temporarily disrupted during construction.

Construction will not affect on-site parking for parklands, recreational facilities, bike facilities, and community facilities, except for the Metro-owned parking area located in Paramount Park. Termination of the lease agreement between Metro and the City of Paramount for the 40-foot-wide section of the Metro-owned ROW used for parking and landscaping in Paramount Park will result in the removal of approximately 20 (of approximately 300) on-site parking spaces on the northern portion of Paramount Park. Site circulation may also be adversely affected. With the potential loss of on-site parking and circulation issues during construction at the nearby Paramount Park and Salt Lake Park, indirect impacts related to parking, circulation, and access could hinder people from visiting these parks. However, on-site and off-site parking will remain available at these recreational facilities. Similarly, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction, resulting in an adverse effect.

Mitigation Measure COM-1 (Construction Outreach Plan) will maintain access and on-site and off-site parking to the extent practicable, and minimize effects to parklands, recreational facilities, bike trails, and community facilities. As construction activities will be temporary, barriers around construction activities and staging areas will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. With the implementation of mitigation, the LPA will not result in adverse effects related to parklands and community facilities during construction.

Further discussion regarding potential construction effects as they relate to parklands, recreational facilities, bike facilities, and community facilities is provided in the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024a), *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024h), the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024f), the *West Santa Ana Branch Transit Corridor Project Final Section 4(f) and Section 6(f) Analysis Report* (Metro 2024e), the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Metro 2024c), the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Metro 2024d), and the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhood Impact Analysis Report* (Metro 2024g).

### 7.3.3 Design Option: Close 186th Street

In the vicinity of 186th Street, construction activities associated with the design option would be substantially similar to those for the LPA without the design option. Construction activities for design option would not be located on or permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Similar to the LPA without the design option, Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources) and COM-1 (Construction Outreach Plan) would be implemented during construction of the LPA with the design option to minimize adverse effects related to noise and vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities to the extent feasible and practicable and where applicable. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction; and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. These construction effects and mitigation for the LPA with the design option would be similar to those for the LPA without the design option. Therefore, with the implementation of mitigation, construction of the LPA with the design option would not result in adverse effects related to parklands and community facilities.

### 7.3.4 Maintenance and Storage Facility

Construction activities for the MSF site will require a full property acquisition. 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 current use is not a public parkland or recreational facility. Temporary construction activities will be located entirely on-site; will not be located on public parklands, recreational facilities, or community facility properties; and will not disrupt their essential functions.

Similar to the LPA, Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), and COM-1 (Construction Outreach Plan) will be implemented to minimize adverse effects related noise, and vibration, as well as to maintain access and parking at parklands, recreational facilities, and bike facilities to the extent feasible and practicable and where applicable. Construction activities will be temporary; barriers around construction activities and staging areas will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, the MSF site will not result in adverse effects related to parklands and community facilities during construction.

### 7.3.5 US Army Corps of Engineers Facilities

LPA construction activities at or near the USACE facilities will not be located on or permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. Construction of the new bridge crossings will be located in a footprint on the existing facilities similar to the current footprints. Mitigation Measures NOI-6 (Noise Control

Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), and COM-1 (Construction Outreach Plan) will be implemented to minimize adverse effects related to noise and vibration, and to maintain access and parking at nearby parklands, recreational facilities, and bike facilities to the extent feasible and where applicable. As construction activities will be temporary, barriers around construction activities and staging areas will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, the LPA construction activities at or near the USACE facilities will not result in adverse effects related to parklands and community facilities during construction.

### 7.3.6 California Department of Transportation Facilities

LPA improvements at the Caltrans facility crossings will result in a footprint on the existing facilities that is very similar to the current footprints. LPA construction activities at or near the Caltrans facility crossings will not be located on or permanently disrupt parklands, recreation facilities, bike facilities, and community facility properties. LPA improvements at the Caltrans facility crossings will result in a footprint on the existing facilities similar to the current footprints. Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits), and VIB-7 (Construction Monitoring for Vibration) and COM-1 (Construction Outreach Plan) will be implemented to minimize adverse effects related to noise and vibration, and to maintain access and parking at nearby parklands, recreational facilities, and bike facilities to the extent feasible and where applicable. As construction activities will be temporary, barriers around construction activities and staging areas will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. Therefore, with the implementation of mitigation, the LPA construction activities at the Caltrans facility crossings will not result in adverse effects related to parklands and community facilities during construction.

## 7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, parklands and community facilities impacts are also analyzed in accordance with Appendix G of *the CEQA Guidelines*.

### 7.4.1 Threshold PARK-CON-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?

#### 7.4.1.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed, and existing land uses will remain unchanged unless identified for change in published long-range planning documents; no properties would be acquired for the LPA; no structures along the project alignment would be demolished; and no new structures would be constructed. 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

be built and implemented within the rail ROW or along the public ROW that parallel the rail ROW. Therefore, temporary construction activities would not occur, and no impact would occur.

### Mitigation Measures

No mitigation measures are required.

### Impacts Remaining After Mitigation

No impact.

#### 7.4.1.2 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 temporary construction easements. Temporary construction activities will be located entirely within the public ROW and/or rail ROW or entirely on sites that will be acquired for construction activities. Construction activities will not be located on, and will not permanently disrupt, parklands, recreational facilities, bike facilities, and community facility properties.

Pedestrian and bicycle access routes in the construction areas will be temporarily disrupted during construction. In addition, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction. However, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will be implemented to maintain access to community facilities; provide detour signs; and post signage to prevent pedestrians and bicyclists from entering the construction zones. As construction activities are temporary, the Project will not result in permanent impacts to parklands, recreational facilities, community facilities, and bike facilities that will require the need for new facilities. Therefore, impacts will be less than significant with mitigation.

### Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

### Impacts Remaining After Mitigation

Less than significant impact.

#### 7.4.1.3 Design Option: Close 186th Street

Construction activities for the LPA with the design option would not be located on or permanently disrupt parklands, recreational facilities, bike facilities, and community facility properties. Similar to the LPA without the design option, COM-1 (Construction Outreach Plan) would maintain access and parking at parklands, recreational facilities, and bike facilities during construction of the LPA with the design option. As construction activities would be temporary, barriers around construction activities and staging areas would be removed upon completion of construction, and temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions once construction is completed. Therefore, with implementation of mitigation, construction of the LPA with the design option would not result in adverse effects related to parklands and community facilities.

### Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

### Impacts Remaining After Mitigation

Less than significant impact.

#### 7.4.1.4 Maintenance and Storage Facility

Construction activities for the MSF site will require a full property acquisition. 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 current use is not a public parkland or recreational facility. Temporary construction activities will be located entirely on-site; will not be located on public parklands, recreational facilities, or community facility properties; and will not disrupt their essential functions. Similar to the LPA, Mitigation Measure COM-1 (Construction Outreach Plan) will be implemented to maintain access to community facilities; provide detour signs; and post signage to prevent pedestrians and bicyclists from entering the construction zones. Therefore, impacts will be less than significant with mitigation.

### Mitigation Measures

Mitigation Measure COM-1 (Construction Outreach Plan).

### Impacts Remaining After Mitigation

Less than significant impact.

#### 7.4.2 Threshold PARK-CON-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

##### 7.4.2.1 No Project Alternative

No project-related construction activities would occur under the No Project Alternative. The No Project Alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities that would result in the accelerated physical deterioration of a facility. Therefore, no construction impacts would occur.

### Mitigation Measures

No mitigation measures are required.

### Impacts Remaining After Mitigation

No impact.

##### 7.4.2.2 Locally Preferred Alternative

Construction of the LPA will be temporary and will not generate permanent residences that will increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities. Construction workers may use nearby parks or recreational facilities during lunchtime breaks, but such use will be temporary and nominal. Therefore, impacts will be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Impacts Remaining After Mitigation**

Less than significant impact.

**7.4.2.3 Design Option: Close 186th Street**

Similar to the LPA without the design option, construction activities for the LPA with the design option would be temporary and would not create new residential populations that would significantly increase the use of existing parks and community facilities in the surrounding communities. Therefore, impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Impacts Remaining After Mitigation**

Less than significant impact.

**7.4.2.4 Maintenance and Storage Facility**

Construction activities for the MSF site will not create new residential populations that will significantly increase the use of existing parks and community facilities in the surrounding communities. Therefore, impacts will be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Impacts Remaining After Mitigation**

Less than significant impact.

**7.4.3 Threshold PARK-CON-3: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**7.4.3.1 No Project Alternative**

No project-related construction activities would occur under the No Project Alternative. The No Project Alternative would not include the development of recreational facilities or the construction or expansion of recreational facilities. Therefore, no construction-related impacts would occur.

**Mitigation Measures**

No mitigation measures are required.

**Impacts Remaining After Mitigation**

No impact.

#### 7.4.3.2 Locally Preferred Alternative

LPA construction activities will be temporary and do not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts will occur.

##### Mitigation Measures

No mitigation measures are required.

##### Impacts Remaining After Mitigation

No impact.

#### 7.4.3.3 Design Option: Close 186th Street

Similar to the LPA without the design option, construction activities for the LPA with the design option would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

##### Mitigation Measures

No mitigation measures are required.

##### Impacts Remaining After Mitigation

No impact.

#### 7.4.3.4 Maintenance and Storage Facility

MSF site construction activities do not include construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts will occur.

##### Mitigation Measures

No mitigation measures are required.

##### Impacts Remaining After Mitigation

No impact.



## 8 PROJECT MEASURES AND MITIGATION MEASURES

### 8.1 Project Measures

No Project Measures are required.

### 8.2 Mitigation Measures

#### 8.2.1 Operation

Mitigation Measure LU-1 (Consistency with Bike Plans)

#### 8.2.2 Construction

Mitigation Measure NOI-6 (Noise Control Plan)

Mitigation Measure VIB-3 (Vibration Control Plan)

Mitigation Measure VIB-4 (Minimize the Use of Impact Devices)

Mitigation Measure VIB-5 (Drilling for Building Foundations)

Mitigation Measure VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources)

Mitigation Measure VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources)

Mitigation Measure COM-1 (Construction Outreach Plan)



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