

## 3.4 Community Impacts

This section evaluates the potential long-term effects of the No Build Alternative and the Build Alternative on community cohesion, community facilities, and public services effects, as detailed in **Appendix H** (Community Impacts Assessment). Short-term construction effects are discussed in **Section 3.17** (Construction).

The assessment of reasonably foreseeable effects in this section is based upon the temporal proximity parameters detailed in **Chapter 3.0** (Introduction) and the geographic proximity detailed in **Section 3.4.1** (Affected Environment).

### 3.4.1 Affected Environment

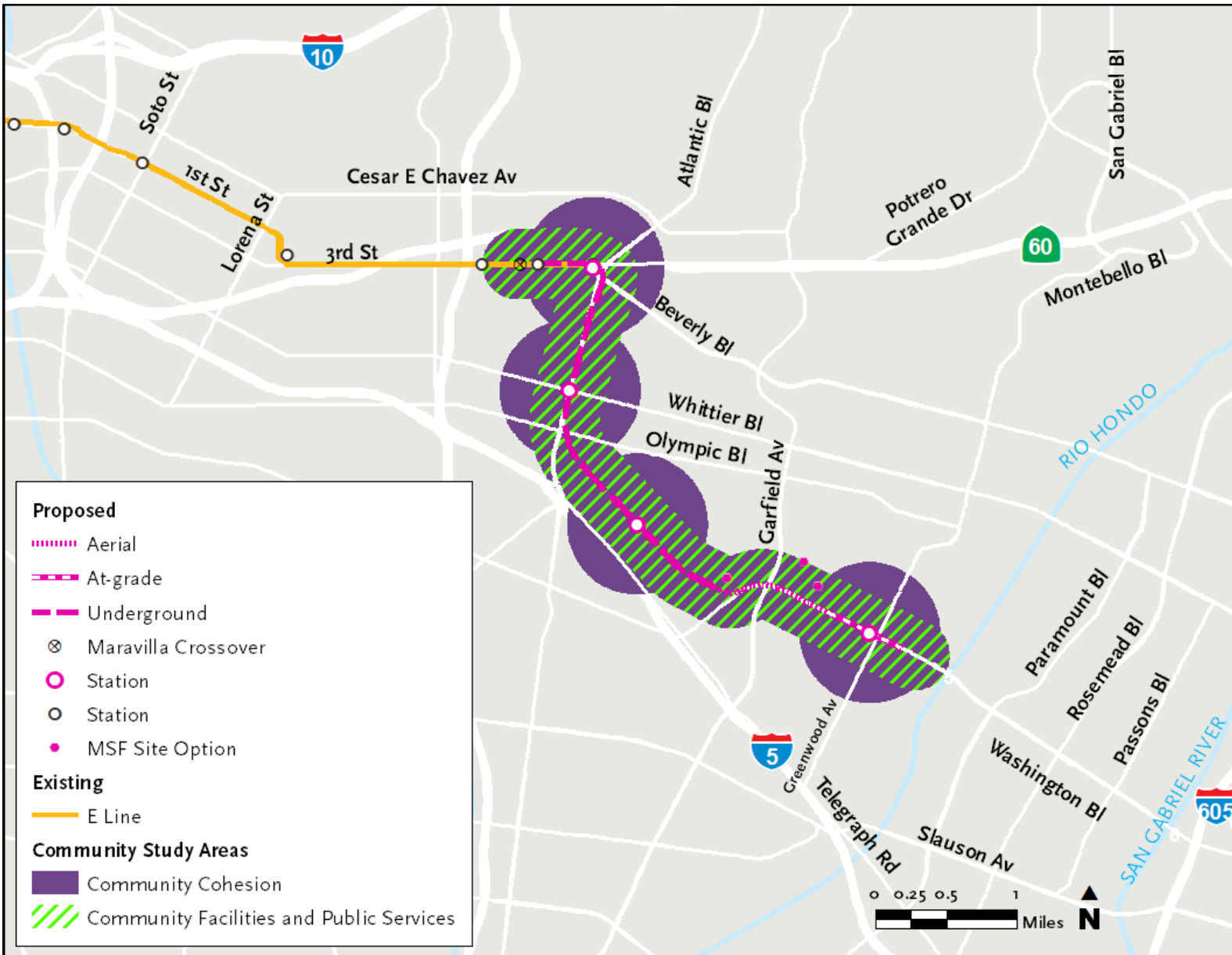
#### Community Impacts Study Areas

- **Community Cohesion:** 0.5-mile buffer around proposed stations and 0.25-mile buffer along the alignment
  - Accounts for the broader influence that transit stations typically have on surrounding land uses
  - Evaluates effects on neighborhood continuity (unplanned growth, displacement, and quality of life for communities); physical character (incompatible land use, visual changes, community division, and acquisition/separation of community facilities); and access and mobility (loss of access, impaired mobility, and disrupted circulation patterns for communities)
- **Community Facilities and Public Services:** 0.25-mile buffer along the Build Alternative alignment
  - Focus on where physical and long-term impacts to community facilities and public service structures are most likely to occur
  - Evaluates impacts on parks and multi-use trails; fire stations, police stations, and emergency services; schools and daycares; and public facilities and local resources, including libraries, museums, places of worship, cemeteries, social services, and other important community resources (e.g., shopping centers)

**Figure 3.4-1** displays the Community Impacts Study Areas. Community resource regulations applicable to the Project are summarized in **Appendix S** (Regulatory Setting Summary) and detailed in **Appendix H**. A review of United States Census Bureau data, Southern California Association of Governments plans and demographic data, Los Angeles Enterprise Geographic Information Systems (GIS) data, field observations, official zoning maps, aerial imagery, and local general plans and site visits and reconnaissance were conducted for this evaluation.

Since 2007, Metro has conducted extensive outreach across all project phases, engaging diverse stakeholders from federal agencies to local neighborhood councils. For more information, see **Chapter 5.0** (Public Involvement) and **Appendix Q** (Public Outreach Report) of this EA. Project history and the Build Alternative selection are detailed in **Figure 2.1** in **Chapter 2.0** (Description of Alternatives), of the EA. Key outreach activities have included:

- **Public Scoping:** Extensive engagement during the Alternatives Analysis and CEQA reviews to gather input on project alternatives and community priorities.
- **2025 Community Updates:** Targeted meetings in 2025 in East Los Angeles, Commerce, and Montebello addressing construction impacts, Americans with Disabilities Act access, business displacement, and safety.
- **Continuous Engagement:** Ongoing Technical Advisory Committee meetings, multilingual communications, and hybrid forums.
- **Comment Integration:** Relevant feedback from the 2024 EIR has been incorporated into the EA.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 3.4-1 Community Impacts Study Areas

### 3.4.1.1 Neighborhood Continuity

Neighborhood continuity in the Community Cohesion Study Area is defined by age, household characteristics, employment characteristics, local planning priorities major employers and industries, and major activity centers. Population, household, employment, and age data is provided in **Table 3.4-1**.

**Table 3.4-1 Population, Household, and Employment Characteristics of the Community Cohesion Study Area**

Category	Statistic
Total Population (0.25 mile from Build Alternative alignment)	89,546 persons
Total Population (0.5 mile from proposed stations)	69,588 persons
Total Households (0.25 mile from Build Alternative alignment)	24,480 households
Total Households (0.5 mile from proposed stations)	19,399 households
Total Civilian Employed Population 16 Years and Over (0.25 mile from Build Alternative alignment)	42,129 employed
Total Civilian Employed Population 16 Years and Over (0.5 mile from proposed stations)	41,269 employed
Median Age <sup>1</sup>	35 years
Seniors (percent of Population 65+) <sup>1</sup>	13 percent
Poverty Level (percent of Households) <sup>1</sup>	16 percent
No Private Vehicle (percent of Households) <sup>1</sup>	10 percent

Source: United States Census Bureau 2022.

Note:

<sup>1</sup> Applies to both 0.25 mile from the Build Alternative alignment and 0.5 mile from the proposed stations (i.e., no meaningful difference between these two areas).

The data shown in **Table 3.4-1** suggests the Community Cohesion Study Area is a well-populated, urbanized area with a need for public transit access.

Local planning priorities are defined as outcomes a community prioritizes to improve quality of life for residents. Local planning priorities are summarized at the jurisdictional level, based on a review of local general plans and past outreach efforts for East Los Angeles and the Cities of Commerce and Montebello. See **Appendix H** for additional details. **Table 3.4-2** summarizes the local planning priorities of East Los Angeles, Commerce, and Montebello, including community feedback and concerns voiced during the 2025 community meetings. See **Appendix Q** for additional details.

**Table 3.4-2 Local Planning Priorities for the Community Cohesion Study Area**

Community	Local Planning Priorities	2025 Meeting Feedback and Concerns
East Los Angeles	<ul style="list-style-type: none"> <li>Clean air, more greenspace, accessibility, and reduced impacts from freeways and industrial uses (Los Angeles County 2024a)</li> </ul>	<ul style="list-style-type: none"> <li>Support for accelerated construction timeline</li> <li>Suggested additional station at Atlantic Boulevard and 6th Street</li> <li>Concerns: construction disruptions, Americans with Disabilities Act compliance, business impacts, funding availability, safety, and traffic</li> </ul>
Commerce	<ul style="list-style-type: none"> <li>Redevelopment of underutilized properties, improved access for businesses along Washington Boulevard, and reduced health hazards associated with hazardous materials (City of Commerce 2008)</li> </ul>	<ul style="list-style-type: none"> <li>Inquired about safety measures for proposed Commerce/Citadel station</li> <li>Concerns: construction, property acquisitions, noise, potential vibration damage, design integrity, and availability of federal funding</li> </ul>

Community	Local Planning Priorities	2025 Meeting Feedback and Concerns
Montebello	<ul style="list-style-type: none"> <li>Safety, economic development, parks and recreation, housing affordability, access to resources (City of Montebello 2024)</li> </ul>	<ul style="list-style-type: none"> <li>Inquired about the rationale of the alignment along Washington Boulevard</li> <li>Inquired about the alignment being at-grade instead of underground in Montebello</li> <li>Concerns: traffic congestion, reduced traffic lanes, parking impacts, safety and noise concerns, and potential impacts to jobs and sales tax revenue from construction of the MSF</li> </ul>

Source: Los Angeles County 2025; Los Angeles County 2024a; City of Commerce 2008; City of Montebello 2024.

**Table 3.4-3** identifies major employers and industries within the Community Cohesion Study Area. Data is also provided for the Cities of Commerce and Montebello, East Los Angeles, and Los Angeles County for regional comparison. In each of the analyzed geographies, educational services, and health care and social assistance was the largest industry sector in terms of employment.

**Table 3.4-3 Major Employers and Industries in the Community Cohesion Study Area**

Economic Sector	Los Angeles County	City of Commerce	City of Montebello	East Los Angeles	0.25 mile of Alignment	0.5 mile of Proposed Stations
Agriculture, Forestry, Fishing and Hunting, and Mining	0.5 %	0.9%	0.7%	0.8%	0.6%	0.5%
Construction	6.2%	8.0%	6.2%	10.4%	9.3%	9.4%
Manufacturing	8.7%	11.2%	9.9%	12.5%	11.5%	11.0%
Wholesale Trade	3.1%	5.3%	3.7%	4.5%	5.2%	5.0%
Retail Trade	10.0%	13.6%	12.0%	12.2%	12.0%	12.8%
Transportation and Warehousing, and Utilities	6.5%	9.0%	8.7%	9.5%	9.7%	9.3%
Information	4.4%	0.2%	1.0%	0.9%	0.9%	0.9%
Finance and Insurance, and Real estate and rental and leasing	5.9%	6.7%	5.5%	2.8%	4.9%	4.4%
Professional, scientific, and management, and administrative and waste management services	13.5%	7.7%	9.4%	10.0%	7.8%	8.4%
Educational services, and health care and social assistance	<b>21.4%</b>	<b>19.0%</b>	<b>22.7%</b>	<b>17.2%</b>	<b>19.9%</b>	<b>19.4%</b>
Arts, entertainment, and recreation, and accommodation and food services	10.7%	10.7%	9.8%	10.1%	9.2%	9.5%
Other services, except public administration	5.5%	3.7%	6.3%	5.3%	5.4%	5.7%
Public administration	3.6%	4.0%	4.2%	3.8%	3.5%	3.7%

Source: United States Census Bureau 2022.

Key: % = percent; **bold text** = highest percentage

Activity centers are areas where clusters of economic, social, and civil activity occur, as well as key infrastructure assets. Activity centers in the region are listed in **Table 3.4-4**. Eleven identified major activity centers are in the Community Cohesion Study Area, the majority of which are community facilities and other public facilities.

**Table 3.4-4 Major Activity Centers in the Community Cohesion Study Area**

Name	Address	City	Type	Distance from the Build Alternative (feet)
Atlantic Avenue Park	Atlantic Boulevard	East Los Angeles	Parks	30
Belvedere Park Lake	3rd Street and La Verne Avenue	Los Angeles	Parks	50
City of Montebello Municipal Services Department - Parks and Recreation Division - Chet Holifield Park Community Center	1060 Greenwood Avenue	Montebello	Parks/Golf Course	425
East Los Angeles Administration Center	4848 Civic Center Way	East Los Angeles	Courthouse Government Offices	350
East Los Angeles Courthouse	214 Fetterly	Los Angeles	Courthouse	350
Eastmont Community Center	701 Hoefner Avenue	Los Angeles	Community Services	2,015
Enki - Youth and Family Services - Margarita Mendez Center	1000 Goodrich Boulevard	City of Commerce	Hospitals	950
Los Angeles County Community and Senior Services - Centro Maravilla Service Center	4716 Cesar East Chavez Avenue	Los Angeles	Community Services	2,390
Los Angeles County Superior Court - Central District - East Los Angeles Courthouse	4848 Civic Center Way	Los Angeles	Courthouse	350
The Citadel Outlets Shopping Center	100 Citadel Drive	Commerce	Shopping Centers	25
Woods Avenue Park	Woods Avenue and Verona Street	East Los Angeles	Parks/Golf Course	375

Source: Los Angeles County 2024b.

The communities within the Community Cohesion Study Area are established communities that generally have experienced relative stability. Forecasted growth conditions for the Community Cohesion Study Area, the Cities of Commerce and Montebello, East Los Angeles, and Los Angeles County show a slower rate of growth in population, households, and employment between 2025 and 2050 than the larger Southern California Association of Governments six-county area (Southern California Association of Governments 2024b). These forecasts indicate that the primary areas of growth for the Southern California Association of Governments six-county area would be located outside of the Community Cohesion Study Area.

### 3.4.1.2 Physical Character

Information on the physical character of the Community Cohesion Study Area is based on site visits and a review of local general plans and land use and zoning maps for the Cities of Commerce and Montebello and East Los Angeles.

The Community Cohesion Study Area is characterized by a primarily built-out, diverse, and topographically flat urban environment that encompasses land use types typically found in mature urban and suburban communities. Most multi-family residential land uses in the Community Cohesion Study Area are generally

located in East Los Angeles. Business and industrial parks are concentrated in the City of Commerce. Commercial uses in the Community Cohesion Study Area range from neighborhood/main street retail to the large regional Citadel shopping mall and Commerce Center mall. Residential uses represent the largest share of land use within 0.5 mile of the proposed stations except for the Commerce/Citadel station, for which the largest share of land use is industrial. The MSF and lead tracks to the MSF are within and surrounded by industrial uses such as manufacturing and assembly and warehouses. Additional details about land uses and historic Section 4(f) resources in the Community Cohesion Study Area are provided below. In addition, Section 4(f) resources in the Community Cohesion Study Area are identified and discussed in greater detail in **Chapter 4.0** (Section 4[f] Properties) and **Appendix N** (Section 4[f]) Evaluation) of this EA. **Table 3.4-5** summarizes information on the physical character of East Los Angeles, Commerce, and Montebello.

**Table 3.4-5 Physical Character of the Community Cohesion Study Area**

Community	Description of Physical Character
East Los Angeles	<ul style="list-style-type: none"> <li>▪ Primarily residential (low- to medium-density housing)</li> <li>▪ Commercial development confined to major vehicular corridors (e.g., Atlantic Boulevard)</li> <li>▪ Retained community cohesion despite proximity to four major freeways: State Route 60, Interstate 5, Interstate 10, and Interstate 710</li> <li>▪ Large civic center complex and park</li> <li>▪ Historic Section 4(f) resources: Golden Gate Theater, Griffith STEAM Magnet Middle School, National Chicano Moratorium March site</li> </ul>
Commerce	<ul style="list-style-type: none"> <li>▪ Primarily industrial (warehouses, light and heavy manufacturing facilities, freight yards, and other industrial uses)</li> <li>▪ Planning efforts have provided buffers between dissimilar land uses, lessening the potential for conflicts between residential and industrial uses</li> <li>▪ Historic Section 4(f) resources: Vail Field Industrial Addition – historic district, the Pacific Metals Company building, the Goodyear Tire and Rubber Company Warehouse, and the E.F. Hauserman Company Building</li> </ul>
Montebello	<ul style="list-style-type: none"> <li>▪ Primarily commercial, confined to major vehicular corridors (e.g., Washington Boulevard)</li> <li>▪ Public and private institutional spaces located throughout the community</li> <li>▪ Low-density multi-family residential situated along major arterial streets</li> <li>▪ Open space and residential neighborhoods concentrated in the northern area; industrial development concentrated in the southern area</li> <li>▪ Historic Section 4(f) resources: Greenwood Elementary School, the South Montebello Irrigation District building, and the William and Florence Kelly House</li> </ul>

Source: City of Montebello 2024a; Los Angeles County 1988; Los Angeles County 2024b; City of Commerce 2008.

### 3.4.1.3 Access and Mobility

The roadway infrastructure in the Community Cohesion Study Area frequently becomes congested, including during off-peak hours, which limits mobility for motorists. Buses are frequently delayed in the same arterial street congestion as automobiles. Although unaffected by automobile congestion, Metrolink rail service within the Community Cohesion Study Area is infrequent, with limited service during mid-day and weekend periods.

Existing physical divisions between communities in the Community Cohesion Study Area include State Route 60, Interstate 5, and the Union Pacific Railroad/Metrolink Riverside Line. These sites are difficult to cross on foot and effectively separate the communities on either side. Although a network of bicycle routes exists along a few portions of the local arterial streets in East Los Angeles, and several new bicycle routes are proposed which would intersect the Community Cohesion Study Area, the majority of urban spaces within the Community Cohesion Study Area are tailored to automobile use and configured in a way that is inhospitable to pedestrians. Additionally, the distances between major bus routes and Metrolink stations, large residential tracts, and non-pedestrian urban form serve as an obstacle for pedestrians and bicyclists.

### 3.4.1.4 Community Facilities and Public Services

**Table 3.4-6** identifies the community facilities and public services within the Community Facilities and Public Services Study Area and **Figure 3.4-2** shows their locations. The parks and recreational facilities closest to the Build Alternative alignment are Belvedere Park Lake on 3rd Street and Atlantic Avenue Park on Atlantic Boulevard. There are no multi-use trails within the Community Facilities and Public Services Study Area. However, **Table 3.4-6** identifies multi-use trails outside of the Community Facilities and Public Services Study Area but within the greater region. Parks and recreations areas protected by Section 4(f) are noted in **Table 3.4-6** and discussed further in **Chapter 4.0** of this EA.

Fire prevention, protection, and emergency medical services in the Community Facilities and Public Services Study Area are provided by the Los Angeles County Fire Department in East Los Angeles (unincorporated Los Angeles County) and the City of Commerce (Los Angeles County Fire Department 2021). The Montebello Fire Department provides these services in the City of Montebello (City of Montebello Fire Department 2023). Law enforcement, police services, and civil processes in the Community Facilities and Public Services Study Area are provided by the Los Angeles County Sheriff's Department in East Los Angeles (unincorporated Los Angeles County) and the City of Commerce. The Montebello Police Department provides these services in the City of Montebello. The Los Angeles County Fire Department Fire Station 50 located at Saybrook Avenue in the City of Commerce and the Los Angeles County Sheriff's Department - East Los Angeles (unincorporated Los Angeles County) located on 3rd Street in East Los Angeles are the closest facilities to the Build Alternative alignment.

Several public and private schools are located near or adjacent to the alignment as identified in **Table 3.4-6**, including KIPP Raices Academy, 4th Street Primary Center, and Esperanza College Prep. Public facilities within the Community Facilities and Public Services Study Area include Chet Holifield Library, East Los Angeles Library, and Los Angeles County East Los Angeles Civic Center. The Citadel Outlets mall is identified as a local resource.

**Table 3.4-6 Community Facilities and Public Services within the Community Facilities and Public Services Study Area**

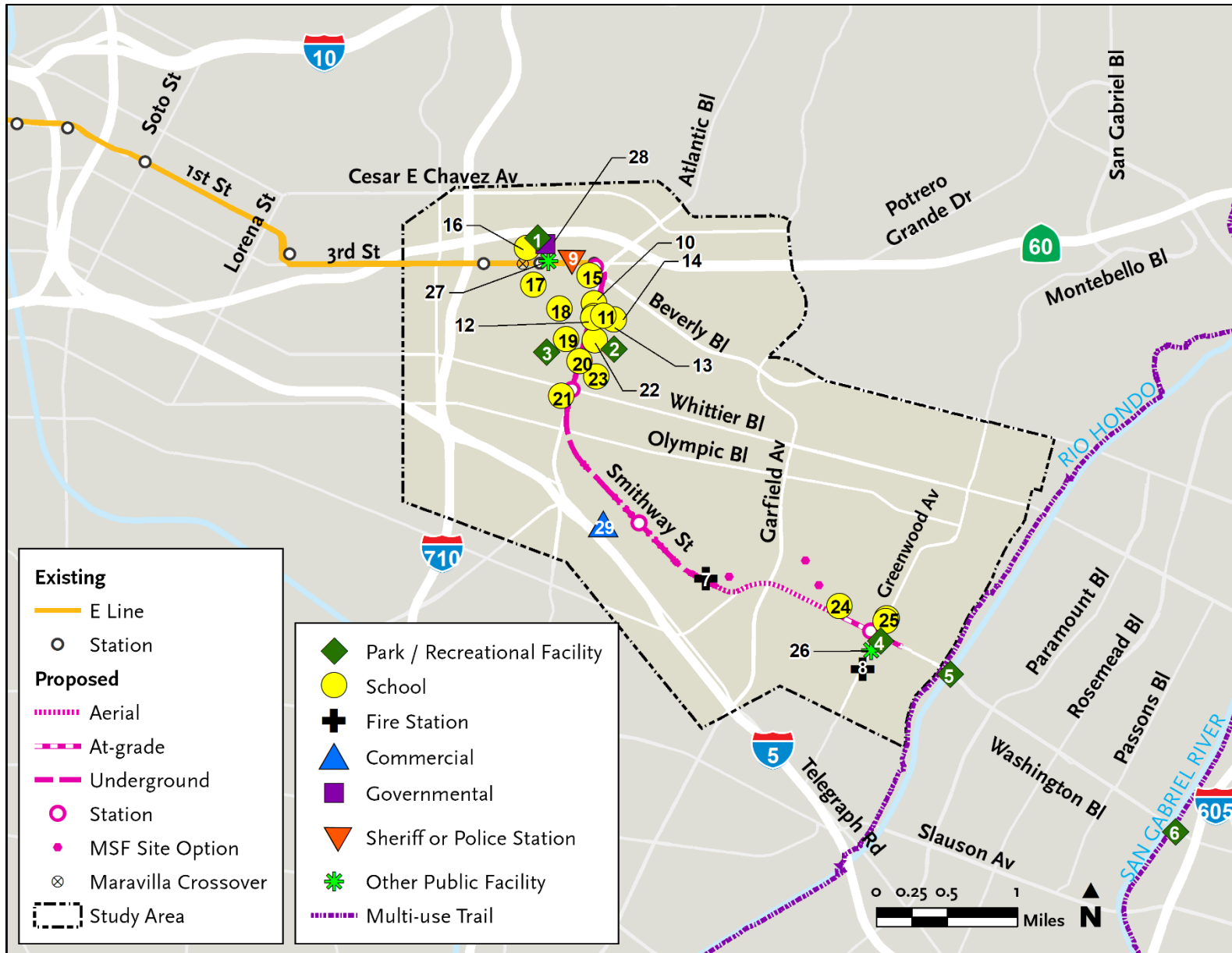
Map ID	Type	Name	Address	Jurisdiction	Distance from the Alignment (feet)
1	Park	Belvedere Park Lake <sup>1</sup>	3rd Street and La Verne Avenue	Los Angeles	50
2	Park	Atlantic Avenue Park <sup>1</sup>	570 Atlantic Boulevard	Los Angeles	30
3	Park	Woods Avenue Park <sup>1</sup>	Verona Street and Woods Avenue	Los Angeles	375
4	Park	Chet Holifield Park and Community Center <sup>1</sup>	1060 Greenwood Avenue	Montebello	425
5	Multi-Use Trail	Rio Hondo Spreading Grounds and Multi-Use Trails <sup>1</sup>	Not available	Pico Rivera	1,600
6	Multi-Use Trail	San Gabriel River Spreading Grounds and Multi-Use Trails <sup>1</sup>	Not available	Pico Rivera	11,616 (2.2 miles)
7	Fire Station	Los Angeles County Fire Department - Station Number 50	2327 Saybrook Avenue	Commerce	1,065
8	Fire Station	Montebello Fire Department – Station Number 2	1166 Greenwood Avenue	Montebello	1,475
9	Police Station	Los Angeles County Sheriff's Department - East Los Angeles	5019 3rd Street	Los Angeles	100
10	Public Charter High School	Esperanza College Prep	414 Atlantic Boulevard	Los Angeles	45
11	Public Elementary	4th Street Elementary	420 Amalia Avenue	Los Angeles	345
12	Public Elementary	4th Street Primary Center	469 Amalia Avenue	Los Angeles	45
13	Public Charter	Learn4Life – East LA – Alta Vista Innovation High School	5301 Whittier Boulevard	Los Angeles	420
14	Public Charter	New Opportunities Charter School (East LA)	5301 Whittier Boulevard 3rd floor	Los Angeles	450
15	Public Charter	Arts in Action Elementary	5115 Via Corona Street	East Los Angeles	180
16	Public Charter	SIATech Academy South	255 Mednik Avenue	Los Angeles	40
17	Public Middle	Griffith STEAM Magnet	4765 Fourth Street	Los Angeles	250
18	Public High	Monterey Continuation	466 Fraser Avenue	Los Angeles	340
19	Public High	James A. Garfield	5101 Sixth Street	Los Angeles	350
20	Public Charter	KIPP Raices Academy	668 Atlantic Boulevard	Los Angeles	40

Map ID	Type	Name	Address	Jurisdiction	Distance from the Alignment (feet)
21	Public Charter	KIPP Promesa Prep	5156 Whittier Boulevard	Los Angeles	150
22	Private	Saint Alphonsus School	552 Amalia Avenue	Los Angeles	350
23	Public Pre-School	4th Street Early Education	421 Hillview Avenue	Los Angeles	360
24	Private	Calvary Chapel Christian Academy	931 Maple Avenue	Montebello	235
25	Public Elementary	Greenwood Elementary	900 Greenwood Avenue	Montebello	475
26	Library	Chet Holifield Library	1060 Greenwood Avenue	Montebello	650
27	Library	East Los Angeles Library	4837 3rd Street	Los Angeles	60
28	Governmental	Los Angeles County East Los Angeles Civic Center	4848 Civic Center Way	Los Angeles	350
29	Commercial	The Citadel Outlets Mall	100 Citadel Drive	Commerce	75

Source: Los Angeles County 2024b.

Note:

<sup>1</sup> Park and recreation area protected by Section 4(f).



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 3.4-2 Parks, Multi-Use Trails, and Other Community Facilities

### 3.4.2 No Build Alternative

The No Build Alternative, as described in **Section 2.2** (No Build Alternative) of the EA, would include already planned and funded roadway and transit projects but would not provide a rail transit option for communities in eastern Los Angeles County. The No Build Alternative would not result in property acquisitions, business or residential displacement, unplanned population or employment growth, or changes to the neighborhood continuity and physical character of the Community Cohesion Study Area. Because existing and funded projects follow local land-use plans, the No Build Alternative avoids creating physical barriers or incompatible land uses.

However, the No Build Alternative would lead to adverse effects on access and mobility. According to Metro’s 2020 LRTP, traffic congestion would continue to worsen without the Build Alternative’s added capacity. While the No Build Alternative would avoid direct physical impacts on parklands, it would fail to meet General Plan goals for improved transit access and would likely hinder public access to recreational and community facilities due to increasing traffic. Overall, as shown in **Table 3.4-7**, the No Build Alternative would worsen access and mobility in the Study Area, and would result in a long-term adverse community effect.

**Table 3.4-7 Community Impacts of the No Build Alternative**

Topic	Impact	Rationale
Neighborhood Continuity and Physical Character	No Adverse Effect	<ul style="list-style-type: none"> <li>▪ No displacements, acquisitions, or unplanned population or employment growth.</li> <li>▪ Would not degrade existing quality of life, increase urbanization or isolate communities.</li> <li>▪ Would not create physical barriers, or introduce incompatible land uses.</li> </ul>
Access and Mobility	Adverse Effect	<ul style="list-style-type: none"> <li>▪ Increasing traffic congestion and lack of new transit capacity.</li> <li>▪ Would not increase access.</li> </ul>
Community Facilities and Public Services (Parks, Corridor Recreation, and Facilities)	Adverse Effect	<ul style="list-style-type: none"> <li>▪ Reduced accessibility due to congestion; would not meet transit goals.</li> </ul>

Source: Metro; CDM Smith/AECOM JV 2026.

### 3.4.3 Build Alternative

The Build Alternative would benefit communities by expanding transit opportunities in eastern Los Angeles County, providing a transportation alternative to local and arterial roadways during periods of congestion, improving quality of life by enhancing mobility and access options, and serving a population with high transit demand. As detailed in **Table 3.4-8** and **Appendix H**, the Build Alternative would result in no long-term adverse effects on neighborhood continuity, physical character, parks, multi-use trails, and other community facilities, and no NEPA project measures (NPM) or NMM would be required. With implementation of NMM TRA-1 (Garfield Avenue and Washington Boulevard Intersection), long-term adverse effects on access and mobility would be reduced to not adverse. With implementation of NPM TRA-1, NPM TRA-3 (Operational Best Management Practices for the MSF Regarding Transportation), and NPM EFI-1 (Metro Joint Development Program and Metro Pilot Local Hiring Initiative), there would be no long-term adverse effects on access and mobility.

### 3.4.4 Avoidance, Minimization, and Mitigation Measures for the Build Alternative

The measures identified in **Table 3.4-9** would be implemented for the Build Alternative in the long term. Construction measures are provided in **Section 3.17**.

**Table 3.4-8 Long-Term Impacts**

Resource	Topic	Impact Determination (Before Mitigation)	Rationale	Project Measures and/or Mitigation	Impact Determination (After Mitigation)
Community Cohesion	Neighborhood Continuity	No Adverse Effect	<p>The Build Alternative would not adversely affect neighborhood continuity:</p> <ul style="list-style-type: none"> <li>▪ <b>No Unplanned Growth:</b> The Build Alternative would not construct new housing or businesses, displace existing housing, or induce unplanned population growth.</li> <li>▪ <b>Business Relocation:</b> The Build Alternative would require acquisition of commercial and industrial properties; however, Metro will provide relocation services and payments per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.</li> <li>▪ <b>Transit Oriented Communities (TOC):</b> Temporary construction sites may be used for long-term joint development or parking facilities; Under NPM EFI-1, Metro would ensure these developments would be evaluated for possible affordable housing development or transit supportive land use, in alignment with housing and economic goals through standards planning reviews.</li> <li>▪ <b>Local Job Creation:</b> MSF Sites 1 and 2 would create up to 350 new jobs. MSF Site 3 is smaller and would employ fewer people. Per local requirements, employment opportunities would be offered to the existing community, preventing unplanned population shifts.</li> <li>▪ <b>Enhanced Connectivity:</b> The Build Alternative would reduce congestion, decrease community isolation, and improve mobility for transit dependent residents.</li> <li>▪ <b>Consistency with Local Planning Priorities:</b> The Build Alternative would improve transit access to businesses along Washington Boulevard and other community resources, provide net air quality benefits (see <b>Section 3.2</b>), and generate economic benefits for the Southern California region (see <b>Section 3.6</b>).</li> </ul>	NPM EFI-1	No Adverse Effect
Community Cohesion	Physical Character	No Adverse Effect	<p>The Build Alternative would not adversely affect physical character:</p> <ul style="list-style-type: none"> <li>▪ <b>Business Relocation:</b> The Build Alternative would require full and partial permanent acquisition of commercial and industrial properties. Lead tracks to MSF Site 2 would require the full acquisition of the union headquarters for Bakers Local 37 at the corner of Washington Boulevard and Yates Avenue. Metro would provide relocation services and payments per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and access to these resources at a new location would be maintained in the long term. These acquisitions would not impact access, physically divide established communities, alter neighborhood boundaries, or isolate these properties from their communities.</li> <li>▪ <b>Physical Character:</b> The underground alignment would not change the physical character of surrounding surface land uses. The aerial alignment would be visually congruent with surrounding industrial and commercial land uses. The at-grade alignment and facilities would comply with the Systemwide Station Design Standards and integrate with the existing character of the surrounding land uses.</li> </ul>	No avoidance, minimization, or mitigation measures are needed.	No Adverse Effect

Resource	Topic	Impact Determination (Before Mitigation)	Rationale	Project Measures and/or Mitigation	Impact Determination (After Mitigation)
Community Cohesion	Access and Mobility	Adverse Effect	<p>Long-term impacts related to access and mobility would be reduced through compliance with project measures and mitigation measures. The Build Alternative would not adversely affect access and mobility:</p> <ul style="list-style-type: none"> <li>▪ <b>At-grade Access:</b> The underground alignment would not impact access and mobility on surface streets or at-grade resources such as the National Chicano Moratorium March site. The trench on 3rd Street, and aerial and at-grade alignments, including the tail tracks ending at Montebello Boulevard, would eliminate left-turns and crossings at unsignalized intersections. Per NPM TRA-1, best practice safety measures such as curbs, barriers, and signage crossings would be implemented. However, an adverse effect on access and mobility would still occur at the intersection of Garfield Avenue and Washington Boulevard because a reduction in travel lanes would result in an unacceptable level of service (see <b>Section 3.15</b>). Implementation of NMM TRA-1, which would install a new left turn lane and reconfigured right-turn lane at this intersection, would reduce adverse effects at the intersection of Garfield Avenue and Washington Boulevard to not adverse. Additionally, signalized crossings, new U-turns at Woods Avenue, and a new crosswalk at 3rd Street, as components of the Build Alternative, would provide for safe pedestrian and vehicle movements along the alignment.</li> <li>▪ <b>MSF Site 1:</b> Through-access on Acco Street to Vail Avenue would be closed. A cul-de-sac would be provided to maintain access to businesses from Yates Avenue. NPM TRA-3 would maintain access to MSF Site 1 and surrounding properties and follow design requirements. There would be no adverse effect.</li> <li>▪ <b>MSF Site 2:</b> The aerial support columns for the lead tracks would be placed so that access and mobility would be maintained along Yates Avenue. NPM TRA-3 would design proposed changes to traffic circulation according to applicable standards and criteria. There would be no adverse effect.</li> <li>▪ <b>MSF Site 3:</b> This site would not require the closure of any primary vehicle routes critical to circulation. As identified in NPM TRA-3, proposed changes to traffic circulation around MSF Site 3 would be designed according to applicable standards and criteria. There would be no adverse effect.</li> <li>▪ <b>Benefits:</b> The Build Alternative would improve transit access, reduce automobile reliance and congestion, increase bicycle and pedestrian access, and enhance mobility within and between communities overall.</li> </ul>	NPM TRA-1, NPM TRA-3, NMM TRA-1	No Adverse Effect
Community Facilities and Public Services	Parks	No Adverse Effect	<p>The Build Alternative would not adversely affect parks:</p> <ul style="list-style-type: none"> <li>▪ <b>No acquisitions or displacements:</b> No physical acquisition, displacement, alteration, or relocation of parks.</li> </ul>	No avoidance, minimization, or mitigation	No Adverse Effect

Resource	Topic	Impact Determination (Before Mitigation)	Rationale	Project Measures and/or Mitigation	Impact Determination (After Mitigation)
			<ul style="list-style-type: none"> <li>▪ <b>No increased demand for parks:</b> No new housing would be constructed.</li> <li>▪ <b>Access:</b> Vehicular, pedestrian, and bicycle access to parks would be maintained. Access to Parks of Interest would be improved and support Metro’s goal to prioritize transit to parks investments.</li> </ul>	measures are needed	
Community Facilities and Public Services	Multi-Use Trails	No Adverse Effect	<p>The Build Alternative would not adversely affect multi-use trails:</p> <ul style="list-style-type: none"> <li>▪ <b>No acquisitions or displacements:</b> No physical acquisition, displacement, alteration, or relocation of multi-use trails within the region.</li> </ul>	No avoidance, minimization, or mitigation measures are needed	No Adverse Effect
Community Facilities and Public Services	Other Community Facilities	No Adverse Effect	<p>The Build Alternative would not adversely affect other community facilities:</p> <ul style="list-style-type: none"> <li>▪ <b>No acquisitions or displacements:</b> No physical acquisition, displacement, alteration, or relocation of fire, police, emergency service facilities, schools, or public facilities or local resources would occur.</li> <li>▪ <b>Compliance with safety regulations:</b> Design and operation would comply with the Metro Rail Design Criteria’s Rail Fire Life Safety Design Criteria, the National Fire Protection Association 130: Standard for Fixed Guideway Transit and Passenger Rail Systems (National Fire Protection Association 2023), and other safety regulations.</li> <li>▪ <b>Access:</b> Access to fire, police, or emergency service facilities would remain available.</li> <li>▪ <b>Sheriff’s Department Access:</b> The proposed trench in 3rd Street for the underground guideway transition would eliminate left turns at La Verne Avenue near the Sheriff’s Department. However, a new access road limited for use by Sheriff’s Department vehicles would be constructed across 3rd Street, thus providing direct access to and from the Sheriff’s Department for emergency access.</li> <li>▪ <b>3rd Street Changes:</b> Left turns would be eliminated at Civic Center Way. Woods Avenue would be modified to allow eastbound traffic on 3rd Street to make a U-turn to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. A new high-visibility crosswalk east of La Verne Avenue would provide pedestrian access across 3rd Street and maintain access to community facilities, such as the East Los Angeles Civic Center and Library.</li> <li>▪ <b>No population growth:</b> The Build Alternative would not induce any population changes that would alter student populations at public schools or require physical alterations to schools as a result of an increased student population.</li> </ul>	No avoidance, minimization, or mitigation measures are needed	No Adverse Effect

Source: Metro; CDM Smith/AECOM JV 2026.

**Table 3.4-9 Long-Term Avoidance, Minimization, and Mitigation Measures**

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Neighborhood Continuity	Temporary construction sites may be used for long-term joint development or parking facilities	<p><b>NPM EFI-1 (Metro Joint Development Program and Metro Pilot Local Hiring Initiative).</b>                      Project measures to address fiscal and economic impacts include the following:</p> <ul style="list-style-type: none"> <li>▪ Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access shall be evaluated for inclusion in the Metro Joint Development Program for possible affordable housing development or other transit supportive land use, or included in a report to Metro Real Estate Asset Management for Surplus Land Act (SLA) requirements before sale. Any subsequent development shall be environmentally cleared separately from this Project and would undergo its own community input process.</li> <li>▪ Project work shall comply with the Metro Pilot Local Hiring Initiative (effective May 21, 2021), which requires contractors working on Metro construction projects to comply with certain targeted hiring requirements, including prioritizing local workers from Los Angeles County.</li> </ul>	Project Measure	<b>No Adverse Effect</b> – Operational best management practices for the Build Alternative would be implemented
Physical Character	Full and partial permanent acquisition of commercial and industrial properties would adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; access to relocated resources would be maintained in the long term	No avoidance, minimization, or mitigation measures needed	None	<b>No Adverse Effect</b>
Access and Mobility	Elimination of left-turns and crossings at unsignalized intersections	<p><b>NPM TRA-1 (Operational Best Management Practices for Transportation).</b>                      Operational best management practices (BMP) for the Project shall include the following:</p> <ul style="list-style-type: none"> <li>▪ Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards.</li> <li>▪ Additional enhancements to the existing signalized crosswalks, such as marked crosswalks and lighting, shall further improve pedestrian circulation and non-motorized access to transit stations.</li> <li>▪ Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas.</li> <li>▪ Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.</li> </ul>	Project Measure	<b>No Adverse Effect</b> – Operational best management practices for the Build Alternative would be implemented

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
		<ul style="list-style-type: none"> <li>▪ New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with the Metro Rail Design Criteria (MRDC) and standards.</li> <li>▪ Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, and shall be determined during preliminary engineering.</li> <li>▪ Proposed bicycle facilities that intersect the Project at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections.</li> <li>▪ Project operations shall not preclude vehicle or truck access along Washington Boulevard, and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections.</li> <li>▪ Stations and grade crossings shall be designed in accordance with the MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.</li> <li>▪ The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (MUTCD), Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy), and building standards to ensure emergency vehicle access and response times are maintained and at acceptable levels.</li> <li>▪ Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.</li> <li>▪ Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible.</li> </ul>		

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
		<ul style="list-style-type: none"> <li>Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between light rail vehicles (LRV) traffic along Washington Boulevard.</li> <li>Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.</li> </ul>		
Access and Mobility	Potential local roadway circulation effects during operation of the MSF	<p><b>NPM TRA-3 (Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation).</b></p> <p>Operational best management practices (BMP) for the maintenance and storage facility (MSF) include the following:</p> <ul style="list-style-type: none"> <li>Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue (for MSF Site 1). Access shall be maintained on Yates Avenue (for MSF Site 2). Access shall be maintained on Gayhart Street (for MSF Site 3).</li> </ul> <p>Any roadway changes shall be designed according to applicable Metro Rail Design Criteria (MRDC), state, and local design criteria and standards where applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access</p>	Project Measure	<b>No Adverse Effect</b> – Operational best management practices for the Build Alternative would be implemented for the MSF
Access and Mobility	Reduced travel lanes on Washington Boulevard would result in an unacceptable level of service	<p><b>NMM TRA -1 (Garfield Avenue and Washington Boulevard Intersection).</b></p> <p>At the Garfield Avenue and Washington Boulevard (Intersection #32), restripe the southbound lane approach by converting one through lane into a second left-turn lane and reconfiguring the right-turn lane as a shared through/right-turn lane to optimize this intersection’s cycle length and splits.</p>	Mitigation Measure	<b>No Adverse Effect</b> – adverse effects from travel lane reduction on Washington Boulevard would be reduced
Parks	No acquisitions, displacement, or increased demand for parks	No avoidance, minimization, or mitigation measures needed	None	<b>No Adverse Effect</b>
Multi-Use Trails	No acquisitions or displacement of multi-use trails	No avoidance, minimization, or mitigation measures needed	None	<b>No Adverse Effect</b>
Other Community Facilities	No acquisitions or displacement of other community facilities	No avoidance, minimization, or mitigation measures needed	None	<b>No Adverse Effect</b>

Source: Metro; CDM Smith/AECOM JV 2026.