

3.11 Land Use and Development

This section evaluates the potential long-term effects of the No Build Alternative and the Build Alternative on land use and development. 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 parameters detailed in the discussion of the land use and development Study Area in **Section 3.11.1** (Affected Environment).

3.11.1 Affected Environment

Land Use and Development Study Area

- **Alignment Buffer:** 0.25 mile radius along the Build Alternative Alignment
 - Focuses on immediate corridor impacts, access, and land-use compatibility
- **Station Buffer:** 0.5 mile around stations
 - Evaluates broader impacts such as transit-stimulated growth, pedestrian activity, and density shifts

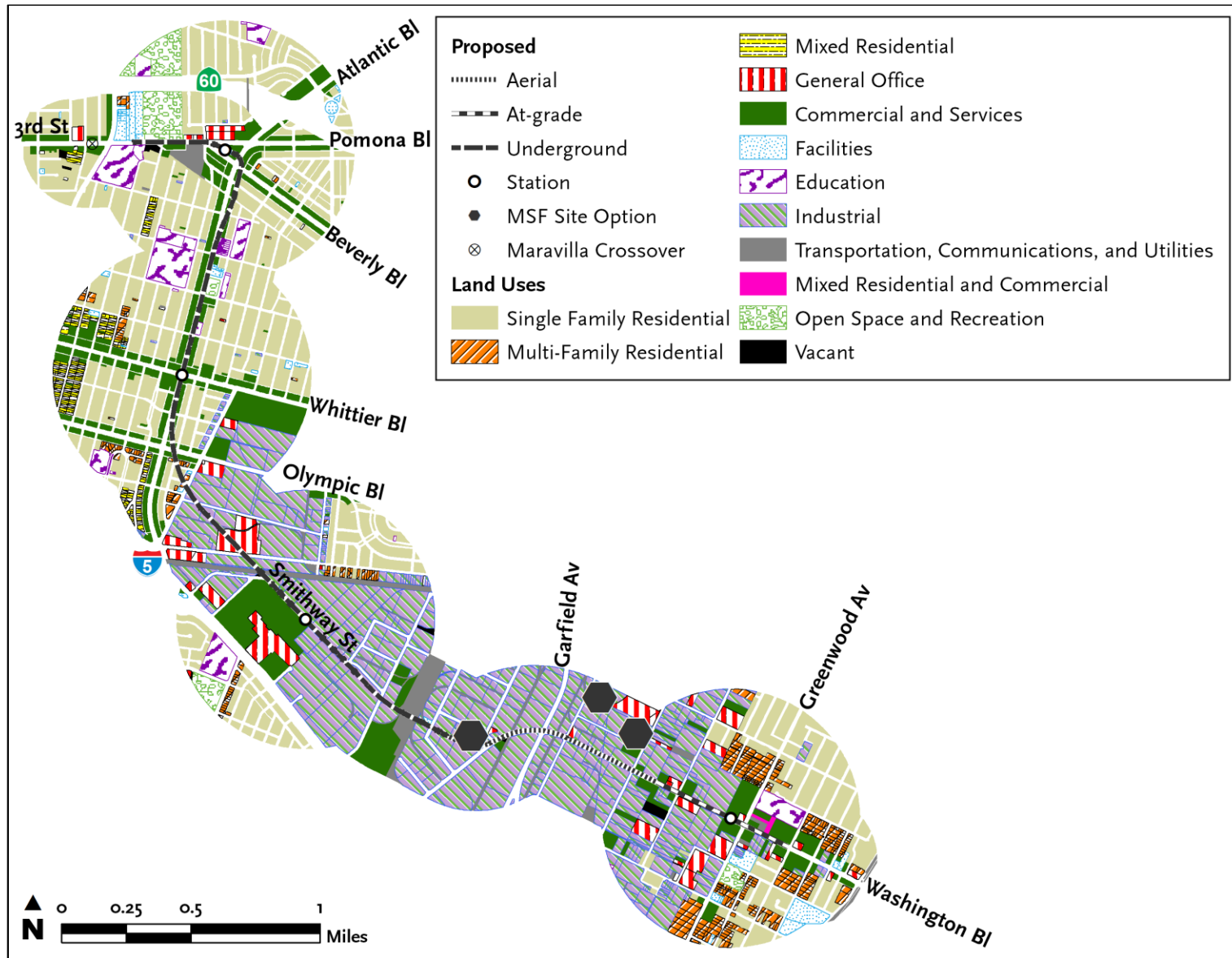
The detailed distribution of existing land uses and land use types are illustrated in **Figure 3.11-1** and summarized in **Table 3.11-1** and **Table 3.11-2**. Regulations related to land use and development applicable to the Project are summarized in **Appendix S** (Regulatory Setting Summary). Data sources used in this analysis include aerial imagery, zoning and other land use regulations, zoning maps, and field observations.

Table 3.11-1 Land Use Distribution within 0.25 Mile of the Build Alternative Alignment

Land Use	Acreage	Percent (%) of Total Area
Single Family Residential	307.8	21.6%
Multi-Family Residential	106.3	7.5%
Mixed Residential	9.1	0.6%
General Office	73.5	5.2%
Commercial and Services	199.2	14%
Facilities	23.5	1.6%
Education	49.5	3.5%
Industrial	550.1	38.6%
Transportation, Communications, and Utilities	56.6	4%
Mixed Residential and Commercial	1.4	0.1%
Open Space and Recreation	23.7	1.7%
Vacant	20.9	1.5%
Water	3.3	0.2%
Unknown	1.5	0.1%

Source: Southern California Association of Governments 2024b.

Key %= percent



Source: Southern California Association of Governments 2024.

Figure 3.11-1 Existing Land Uses within 0.25 Mile of the Build Alternative and 0.5 Mile of the Proposed Stations

Table 3.11-2 Land Use Distribution within 0.5 Mile of the Build Alternative Stations

Land Use	Atlantic/ Pomona (Acres)	Atlantic/ Pomona (Percent)	Atlantic/ Whittier (Acres)	Atlantic/ Whittier (Percent)	Commerce/ Citadel (Acres)	Commerce/ Citadel (Percent)	Greenwood (Acres)	Greenwood (Percent)
Single Family Residential	179.6	54.0%	182.9	48.5%	66.1	15.5%	101.0	18.8%
Multi-Family Residential	1.3	0.4%	9.7	2.6%	7.3	1.7%	175.2	32.6%
Mixed Residential	2.9	0.9%	22.2	5.9%	0.0	0.0%	0.0	0.0%
General Office	5.4	1.6%	4.7	1.2%	29.1	6.8%	27.8	5.2%
Commercial and Services	49.0	14.7%	89.6	23.8%	46.1	10.8%	49.2	9.1%
Facilities	13.7	4.1%	3.5	0.9%	0.7	0.2%	12.6	2.3%
Education	38.0	11.4%	20.8	5.5%	9.8	2.3%	8.8	1.6%
Industrial	0.5	0.1%	40.9	10.9%	240.8	56.5%	151.0	28.1%
Transportation, Communications, Utilities	6.9	2.1%	0.1	0.0%	18.5	4.3%	3.2	0.6%
Mixed Residential and Commercial	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.4	0.3%
Open Space and Recreation	32.1	9.7%	2.0	0.5%	6.3	1.5%	3.8	0.7%
Agriculture	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.2	0.0%
Vacant	2.9	0.9%	0.5	0.1%	1.7	0.4%	2.5	0.5%
Unknown	0.2	0.1%	0.0	0.0%	0.0	0.0%	1.3	0.2%

Source: Southern California Association of Governments 2024b.

Note: Percentages are rounded to the nearest tenth, and therefore may not total exactly 100 percent.

Key % = percent

Land use impacts are evaluated by weighing the context (i.e., geographic, biophysical, and social setting) and intensity (i.e., severity of beneficial or adverse effects) of potential land use incompatibilities and the Project’s consistency with applicable regional and local plans and policies. Long-term effects include property acquisition, permanent right-of-way encroachments, and permanent access disruptions affecting adjacent land uses such as residences and businesses.

- Property acquisition: Land or building displacement
- Permanent right-of-way encroachment: The occupation of a right-of-way by structures, utilities, or other installations that limits its intended functionality
- Permanent access disruption: The alteration or obstruction of access routes that affect the movement of people and goods

3.11.2 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 include new construction, major service improvements, or new transportation infrastructure beyond projects identified in adopted regional plans, and development patterns would generally continue with existing trends. However, the No Build Alternative would not provide the land use benefits associated with high-capacity transit and the associated potential for transit-oriented development, such as support for transit oriented development, mixed-use development, or a more walkable urban form.

Although some roadway and transit improvements would occur, regional plans indicate that congestion and mobility conditions would continue to worsen without additional transportation capacity. Access and mobility in eastern Los Angeles County would likely deteriorate, and opportunities for transit supportive and pedestrian-oriented development would remain limited. Overall, as shown in **Table 3.11-3**, the No Build Alternative would not support regional or local plans, policies, and regulations intended to improve circulation, enhance community access, or reduce air pollutant emissions and would result in a long-term adverse land use effect.

Table 3.11-3 Land Use Impact Summary – No Build Alternative

Topic	Impact	Rationale
Consistency with Land Use Plans	Adverse Effect	<ul style="list-style-type: none"> ■ Continuation of existing development trends with limited support for transit oriented or mixed-use development ■ Inconsistent with regional or local land use plans promoting compact, transit oriented communities or reduction in air pollutant emissions
Land Use Compatibility	Adverse Effect	<ul style="list-style-type: none"> ■ Worsening congestion and limited improvements to access and regional connectivity ■ Inconsistent with plans seeking improved mobility and integration with the regional transit network

Source: Metro; CDM Smith/AECOM JV 2026.

3.11.3 Build Alternative

The Build Alternative would traverse portions of East Los Angeles (unincorporated Los Angeles County), Montebello, and Commerce. As detailed in **Table 3.11-4**, the Build Alternative would be consistent with all applicable land use plans by improving regional and local transit connectivity and supporting adopted regional, county, and city goals for transit-oriented development, improved mobility, and coordinated land use and transportation planning. Therefore, the Build Alternative would not result in an adverse effect on land use in the long term.

Table 3.11-4 Consistency with Land Use Plans

Organization	Plan(s)	Rationale	Consistent with Plan(s)?
Southern California Association of Governments	2024 Regional Transportation Plan (RTP)	The Build Alternative extends the existing Metro E Line to connect communities in east Los Angeles County with the regional transit network, improving mobility within the Study Area and supporting growth by expanding transit options. As a designated transportation network improvement in the 2024 RTP, the Build Alternative advances regional goals related to mobility, economic development, air quality improvement, and access.	Yes
Los Angeles County Metropolitan Transportation Authority	<ul style="list-style-type: none"> ▪ Joint Development (2025) ▪ Long Range Transportation Plan (2020) ▪ Short Range Transportation Plan (2025) ▪ Active Transportation Strategic Plan (2023) ▪ Complete Streets Policy (2014) ▪ Transit Oriented Communities Policy (2018) ▪ Transit Oriented Communities Implementation Plan (2020) ▪ First/Last Mile Guidelines (2021) 	Metro’s plans and policies promote expanded transportation access and increased rail service. The Build Alternative would support these goals and policies by improving rail service, enhancing connectivity with the existing and planned light rail system. Additionally, the Build Alternative is identified as a future transit improvement in Metro’s 2020 LRTP.	Yes
Los Angeles County	<ul style="list-style-type: none"> ▪ General Plan 2035 (2015-2022) ▪ Metro Area Plan (2024) 	The General Plan 2035 emphasizes coordinating land use with existing and planned transportation networks and developing a transportation system responsive to local and regional needs. The Build Alternative would connect residents, businesses, and transit dependent populations to the Metro transit system, supporting increased transit ridership and associated environmental benefits. Consistent with Land Use Policy 4.3, the Build Alternative would support transit oriented development opportunities along the corridor and within station areas. The Metro Area Plan prioritizes improved transportation options and mixed-use development through public/private partnerships. By extending accessibility and connectivity to the east and south, the Build Alternative would support economic growth, attract investment, and advance the Plan’s vision for a well-connected and vibrant community.	Yes

Organization	Plan(s)	Rationale	Consistent with Plan(s)?
City of Commerce	Commerce 2020 General Plan (2008)	<p>The Commerce 2020 General Plan emphasizes expansion of a safe and efficient regional transit system and coordination with regional transportation agencies. The Build Alternative would support these objectives by expanding mass transit service, improving connections to the regional transit network, and supporting station area development that aligns with local general plans. By increasing transit availability, the Build Alternative would also help reduce roadway congestion and associated air pollution.</p> <p>The Build Alternative is designed to balance regional transportation benefits with consideration of local community conditions. Project benefits and potential impacts would be shared along the alignment, rather than concentrated in a single area, and the project would not introduce facilities that disproportionately burden the local community. Potential effects on surrounding neighborhoods have been identified and evaluated, and measures would be implemented to avoid, minimize, or mitigate adverse impacts where feasible.</p>	Yes
City of Montebello	Montebello General Plan update (2024)	The Build Alternative is consistent with the Montebello General Plan, including Policy P3.6 to preserve the City’s industrial district, and retain and expand existing businesses by supporting alternative and public transportation and accommodating future transit-related growth while preserving and enhancing the industrial district.	Yes
City of Montebello	Bicycle Master Plan (2024)	The Montebello Bicycle Master Plan supports improved bicycle access and coordination with Metro, including first-/last-mile connections to transit. The Build Alternative would provide bicycle connections at stations consistent with Metro First/Last Mile Guidelines and Metro Rail Design Criteria and would not permanently affect bicycle access within the City of Montebello.	Yes

Source: Metro; CDM Smith/AECOM JV 2026.

The Build Alternative would operate primarily within existing transportation rights-of-way or underground. Project infrastructure, including trackway and stations, would be compatible with other uses and infrastructure within the existing rights-of-way and would not conflict with the surrounding land uses or alter existing zoning. Property acquisitions would include commercial and industrial uses; no residences, schools, churches, parks, or other sensitive receptors would be displaced. Relocation assistance and benefits would be provided per legal requirements and Metro policies, as discussed in **Section 3.12** (Acquisitions and Relocations).

The trench would be located within the established right-of-way and the underground segment would be fully underground, avoiding physical disruption to nearby land uses. Aerial guideway supports would be located either within rights-of-way or along limited property easements in an industrial zone. The aerial segment would not alter the existing industrial uses or zoning, nor would it or interfere with pedestrian or vehicle crossings. At-grade segments would operate within the center of Washington Boulevard and would be compatible with adjacent uses, which are primarily commercial and light industrial. Pedestrian and vehicle safety would be maintained through implementation of NPM TRA-1, which includes implementation of best practice safety measures such as warning signage, guideway barriers, prohibition of uncontrolled left-turns, and Americans with Disabilities Act compliant crossings.

Some limited access modifications would occur near the MSF site options. MSF Site 1 would require permanent closure of Acco Street to through traffic and MSF Site 2 would require driveway modifications. Implementation of NPM TRA-3 would ensure continued property access and safe traffic circulation. For any MSF site option, the MSF would be in an industrial area and would not change existing land use designations or zoning. The MSF would be compatible with the surrounding industrial uses, and would not adversely affect existing pedestrian, bicycle, and vehicular access. Thus, the MSF would not result in a long-term adverse effect on land use.

All new Build Alternative components would be designed to integrate with surrounding land uses and minimize land use effects. Development of Metro-owned properties acquired for short-term construction activities may be used for long-term joint development or parking facilities in adherence with Metro's Joint Development and Transit Oriented Communities Policy, as set forth in NPM EFI-1, thereby supporting redevelopment with transit oriented development and reducing potential land use impacts. Thus, the Build Alternative would not result in a long-term adverse land use effect.

3.11.4 Avoidance, Minimization, and Mitigation Measures for the Build Alternative

The measures identified in **Table 3.11-5** would be implemented for the Build Alternative in the long term. Construction measures are provided in **Section 3.17**.

Table 3.11-5 Long-Term Avoidance, Minimization, and Mitigation Measures

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Consistency with Land Use Plans	The Build Alternative would be consistent with applicable land use plans	No avoidance, minimization, or mitigation measures needed	None	No Adverse Effect
Land Use Compatibility	Potential effects on pedestrian and vehicle safety from operation	<p>NPM TRA-1 (Operational Best Management Practices for Transportation). Operational best management practices (BMP) for the Project shall include the following:</p> <ul style="list-style-type: none"> ▪ Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards. ▪ 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. ▪ Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas. ▪ Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions. ▪ 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. ▪ 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. ▪ Proposed bicycle facilities that intersect the Project at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections. ▪ 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. 	Project Measure	No Adverse Effect - Operational best management practices related to transportation would be implemented

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
		<ul style="list-style-type: none"> ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals. 		
Land Use Compatibility	Potential effects on property access and safe traffic circulation from operation of the MSF site options	<p>NPM TRA-3 (Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation). Operational best management practices (BMP) for the maintenance and storage facility (MSF) include the following:</p> <ul style="list-style-type: none"> ▪ 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). ▪ 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 	Project Measure	No Adverse Effect - Operational transportation best management practices for the MSF would be implemented

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Land Use Compatibility	Potential effects on land use from development of Metro-owned properties	<p>NPM EFI-1 (Metro Joint Development Program and Metro Pilot Local Hiring Initiative). Project measures to address fiscal and economic impacts include the following:</p> <ul style="list-style-type: none"> ▪ 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 income restricted 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. ▪ 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. 	Project Measure	<p>No Adverse Effect - Development of Metro-owned property would follow Metro's Joint Development and Transit Oriented Communities Policy, supporting redevelopment with transit oriented uses and reducing potential land use impacts</p>

Source: Metro; CDM Smith/AECOM JV 2026.