Los Angeles County
Metropolitan Transportation Authority

# Appendix H Community Impacts Assessment

## EASTSIDE TRANSIT CORRIDOR PHASE 2


Metro

May 2026

# Appendix H Community Impacts Assessment

**May 2026**

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# Acronyms

| | |
|---|---|
| 2024 RTP | Connect SoCal 2024-2050 Regional Transportation Plan |
| AA | Alternatives Analysis |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| am | Ante Meridiem |
| AQ | Air Quality |
| BMP | Best Management Practice |
| CC Study Area | Community Cohesion Study Area |
| CCP | Construction Careers Policy |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CFPS Study Area | Community Facilities and Public Services Study Area |
| CIA | Community Impacts Assessment |
| CPUC | California Public Utilities Commission |
| EA | Environmental Assessment |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| FHWA | Federal Highway Administration |
| FLM | First/Last Mile |
| FMV | Fair Market Value |
| FTA | Federal Transit Administration |
| GIS | Geographic Information Systems |
| HOV | High-Occupancy Vehicle |
| I | Interstate |
| LACDPR | Los Angeles County Department of Parks and Recreation |
| LACFD | Los Angeles County Fire Department |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LASD | Los Angeles County Sheriff's Department |
| LOS | Level of Service |
| LPA | Locally Preferred Alternative |
| LRT | Light Rail Transit |

| | |
|---|---|
| LRTP | Long Range Transportation Plan |
| LRV | Light Rail Vehicles |
| LU | Land Use |
| M | Mobility |
| MAP | Metro Area Plan |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MOW | Maintenance of Way |
| MPO | Metropolitan Planning Organization |
| MRDC | Metro Rail Design Criteria |
| MSF | Maintenance and Storage Facility |
| NEPA | National Environmental Policy Act |
| NFPA | National Fire Protection Association |
| NOA | Notice of Availability |
| NOI | Notice of Intent |
| NOP | Notice of Preparation |
| NMM | NEPA Mitigation Measure |
| NPM | NEPA project measure |
| NSDV | North Side Design Variation |
| OCS | Overhead Catenary System |
| OII | Operating Industries, Inc. |
| pm | Post Meridiem |
| PLA | Project Labor Agreement |
| Project | Eastside Transit Corridor Phase 2 Project |
| ROW | Right-of-Way |
| SB | Senate Bill |
| SCAG | Southern California Association of Governments |
| SCE | Southern California Edison |
| SOP | Standard Operating Procedure |
| SR | State Route |
| TAC | Technical Advisory Committee |
| TAZ | Transportation Analysis Zone |
| TBM | Tunnel Boring Machine |
| TCE | Temporary Construction Easement |

| | |
|---|---|
| TOC | Transit Oriented Communities |
| TOD | Transit Oriented Districts |
| TPSS | Traction Power Substations |
| TRB | Transportation Research Board |
| TSB | Transit Services Bureau |
| TSM | Transportation Systems Management |
| UC | University of California |
| UFC | Uniform Fire Code |
| Uniform Act | Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 |
| US | United States |
| USC | United States Code |
| USDOT | United States Department of Transportation |
| USEPA | United States Environmental Protection Agency |
| VMT | Vehicle Miles Traveled |

# EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro) proposes to construct the proposed Eastside Transit Connector Phase 2 Project (Project), a 4.7-mile extension of the Metro E Line, a light rail transit (LRT) line. The Project would expand access to the Metro rail network to the Cities of Commerce and Montebello, and to the unincorporated Los Angeles County community of East Los Angeles. The Federal Transit Authority (FTA) is the lead agency for the Project under the National Environmental Policy Act (NEPA).

The Community Impacts Assessment (CIA) is a "process to evaluate the effects of a transportation action on a community and its quality of life" (FHWA 1996). It is a process for assessing the social and economic impacts of transportation projects as required by NEPA. The assessment may address issues that are important to communities impacted by a transportation project, such as land use development, visual resources, mobility, community cohesion, safety, displacements and relocations, and economic impacts. The evaluation of the alternatives' potential impacts on the communities within the Project study area was conducted using guidance from the Federal Highway Administration's (FHWA) Community Impact Assessment: A Quick Guide for Transportation. This CIA evaluates the potential adverse effects on community characteristics resulting from the Project, including impacts to community cohesion, economic and fiscal characteristics, land use patterns, community facilities and public services, and utilities and communication providers.

The Build Alternative would not result in adverse effects on community cohesion (including changes to neighborhood continuity, physical character, access and mobility) and community facilities and public services. Implementation of NEPA Project Measure (NPM) TRA-1 through NPM TRA-4, NPM EFI-1, NEPA mitigation measure (NMM) TRA-1, and NMM TRA-2 would reduce any adverse effects on these resources from operation and construction of the Build Alternative. The Build Alternative would result in several beneficial impacts to the local communities, such as improved economic conditions and increased local employment, transit access, and mobility.

# 1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project setting in relation to community cohesion and community facilities and public services. It briefly summarizes the Project (Atlantic to Greenwood Alternative [Build Alternative] and the No Build Alternative), describes the regulatory setting and affected environment, and evaluates the environmental consequences of the alternatives.

The Build Alternative consists of 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Los Angeles County Metropolitan Transportation Authority (Metro) E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello.

The area of analysis (Study Area) is in eastern Los Angeles County and includes portions of the unincorporated community of East Los Angeles and the Cities of Commerce and Montebello. It has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County. The specialized study areas for the CIA are described in **Section 4.1**.

# 1.1 Project Background

The extension of Metro light rail transit (LRT) in East Los Angeles is being constructed in phases. In January 2002, FTA and Metro published a Final Supplemental Environmental Impact Statement (EIS) and Final Subsequent Environmental Impact Report (EIR) under NEPA and the California Environmental Quality Act (CEQA), respectively, for the first phase extension of the Pasadena Blue Line into East Los Angeles to Atlantic Station (this was later named the Metro Gold Line Eastside Extension and is now the E Line extension). This phase was completed in November 2009.

The second phase of the Metro E Line Eastside Extension, known as the Eastside Transit Corridor Phase 2 Project, is the proposed action (Project). In 2007, Metro begun preparation of a planning report for a high-capacity transit connection that provided preliminary, initial, final, and conceptual engineering screening of concepts for the second phase, entitled the Eastside Transit Corridor Phase 2 Alternatives Analysis (AA) Report. In October 2009, one month before construction of the first phase was completed, the Metro Board of Directors (Metro Board) authorized staff to study several alternatives identified in the AA Report for the second phase; these alternatives included two build alternatives, a No Build Alternative, and a transportation systems management (TSM) alternative. The two build alternatives were the State Route (SR)- 60 LRT Alternative and the Washington Boulevard LRT Alternative.

In August 2014, a joint NEPA/CEQA document (Draft EIS/EIR) was released for public review by the FTA and Metro that addressed the alternatives identified by the Metro Board in 2009. Based on agency and public comments provided on the 2014 Draft EIS/EIR, the Metro Board directed staff to carry forward two Build Alternatives for further study and to conduct additional technical studies, including identifying a new north-south connection to Washington Boulevard, addressing agency comments regarding the SR-60 Alternative, and exploring a Combined Alternative (i.e., operation of both the SR-60 and

Washington Boulevard Alternatives). The Eastside Transit Corridor Phase 2 Post Draft EIS/EIR Technical Study Report was prepared and approved by the Metro Board in November 2017. The Metro Board directed further environmental review and analysis to proceed on the No Build Alternative, SR-60 Alternative and Washington Alternative and a Combined Alternative consisting of full build-out of the SR-60 and Washington Alternatives.

Preparation of a Supplemental/Recirculated Draft EIS/EIR was initiated in 2019 to address the No Build Alternative and the three Build Alternatives identified by the Metro Board in 2017. The FTA published a Notice of Intent (NOI) in the Federal Register on May 29, 2019, pursuant to NEPA, and Metro issued a Notice of Preparation (NOP) on May 31, 2019, pursuant to CEQA. The NOI/NOP informed the public of the alternatives, provided notice of a 45-day scoping period, and provided notice of intent to release a Supplemental/Recirculated Draft EIS/EIR. The NOI/NOP also described consideration of adopting a Locally Preferred Alternative (LPA) by the Metro Board based on the findings of the Supplemental/ Recirculated Draft EIS/EIR.

As further technical environmental analysis, additional engineering design, and Metro policy and program updates were completed while preparing the Supplemental/Recirculated Draft EIS/EIR, issues and constraints within and along the SR-60 Alternative became evident. Conflicts with future planned improvements along the SR-60 freeway were identified, including the planned addition of high-occupancy vehicle (HOV) lanes and the SR-60/Interstate (I)-605 Interchange Improvements project. Several environmental challenges associated with running parallel to or in an aerial configuration along the SR-60 freeway right-of-way (ROW) were recognized, such as potential impacts to adjacent sensitive land uses and environmental resources. This included crossing the Operating Industries Inc. (OII) Landfill Superfund site to avoid disturbance of contaminated materials and avoid conflicts with Southern California Edison (SCE) overhead transmission lines. The SR-60 Alternative was also determined to be inconsistent with Metro's policies and programs that addressed equity, transit oriented communities (TOC), First/Last Mile (FLM), and parking; these programs and policies were not in place when the Project was first introduced. Initial findings from the TOC and FLM assessment indicated that the SR-60 Alternative lacked potential relative to the three policy criteria due to the SR-60 Alternative location and the spatial constraints of proposed station areas along the alignment. The Combined Alternative, which included the SR-60 Alternative, was found to compound these technical challenges as it would have required the addition of an underground wye junction at the current terminus of the Metro E Line.

In February 2020, the Metro Board approved the withdrawal of the SR-60 and Combined Alternatives, which faced significant environmental and engineering challenges, and focused environmental and engineering work on the Washington Alternative. The Metro Board also decided to no longer pursue federal funds for the Project, rendering environmental review under NEPA inapplicable. Following the Metro Board's action to no longer pursue federal funds for the Project, the FTA rescinded the NOI. Metro notified cooperating agencies of the decision to discontinue the Supplemental Draft EIS environmental review under NEPA and to advance a Recirculated Draft EIR pursuant to CEQA.

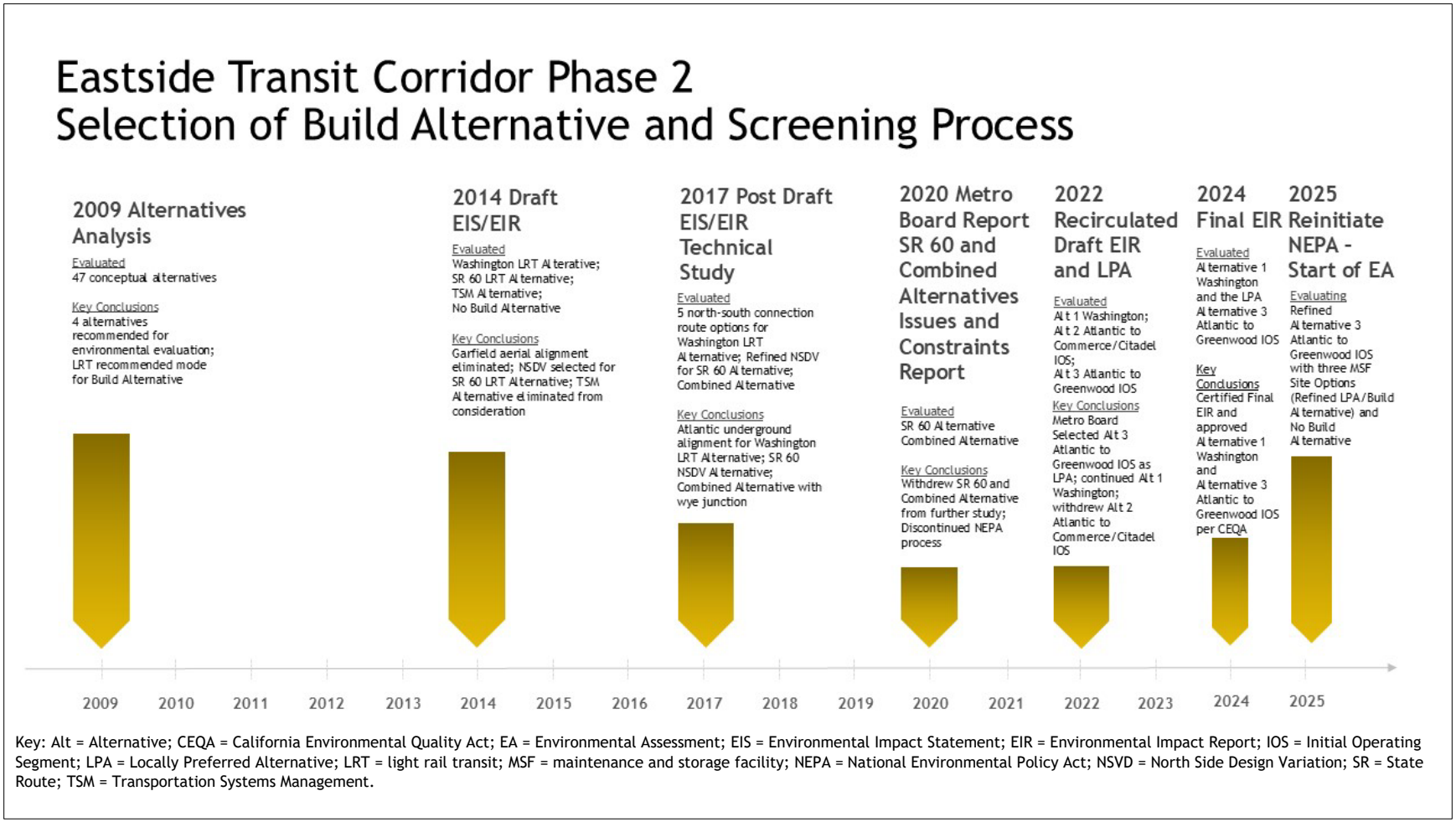
In June 2022, a Recirculated Draft EIR was released for public review by Metro that evaluated the No Build Alternative and three Build Alternatives: Alternative 1 Washington, Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment [IOS], and Alternative 3 Atlantic to Greenwood IOS (the Project). The three Build Alternatives have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length and eastern terminus. The public comment period was open for 60 days from June 30 through August 29, 2022. Comments on the Draft EIR were received at public hearings and via an online comment form, mail, and helpline (for voice recorded comments). Metro

conducted four public hearings – three in-person and one virtual with in-person remote viewing access along the corridor – to share the Recirculated Draft EIR key findings and receive public comments. **Figure 1.1** provides a summary of the process.

Based on public input and the Final EIR findings of fact, the Metro Board selected the Atlantic to Greenwood IOS as the LPA for the Project on December 1, 2022. Pursuant to the Metro Board action in December 2022, the Final EIR was prepared and was certified in May 2024.

In 2025, NEPA was initiated with the preparation of an Environmental Assessment (EA) in accordance with NEPA implementing regulations. FTA signed the Class of Action Determination Request on May 22, 2025.[1] The LPA is the Build Alternative for the EA and is described in **Section 2.0**. Although a formal scoping period is not required for an EA under NEPA, a round of community meetings (four meetings) took place between January 28 and February 3, 2025 to inform the public of the start of the NEPA process. These meetings were held in the community of East Los Angeles (unincorporated Los Angeles County), Commerce, Montebello, and virtually. These community update meetings were attended by a total of 216 participants and generated 82 comments. Community Based Organization Partners were present at some of these meetings. **Appendix Q**, Public Outreach Report, includes an outline of the objective of meetings, the target audiences, tools to engage the community, and materials used to facilitate coordination and communication.

[1] FTA requires an EA in two situations: Further investigation is needed to determine if the project would significantly affect the quality of the human and natural environment and require an EIS (23 CFR 771.119(a)); or for other purposes in compliance with NEPA (40 CFR 1508.9).




Key: Alt = Alternative; CEQA = California Environmental Quality Act; EA = Environmental Assessment; EIS = Environmental Impact Statement; EIR = Environmental Impact Report; IOS = Initial Operating Segment; LPA = Locally Preferred Alternative; LRT = light rail transit; MSF = maintenance and storage facility; NEPA = National Environmental Policy Act; NSVD = North Side Design Variation; SR = State Route; TSM = Transportation Systems Management.

Source: Metro; CDM Smith/AECOM JV, 2025.

**Figure 1.1. Development of Alternatives and Screening Process**

# 2.0 PROJECT ALTERNATIVES

## 2.1 Project Setting

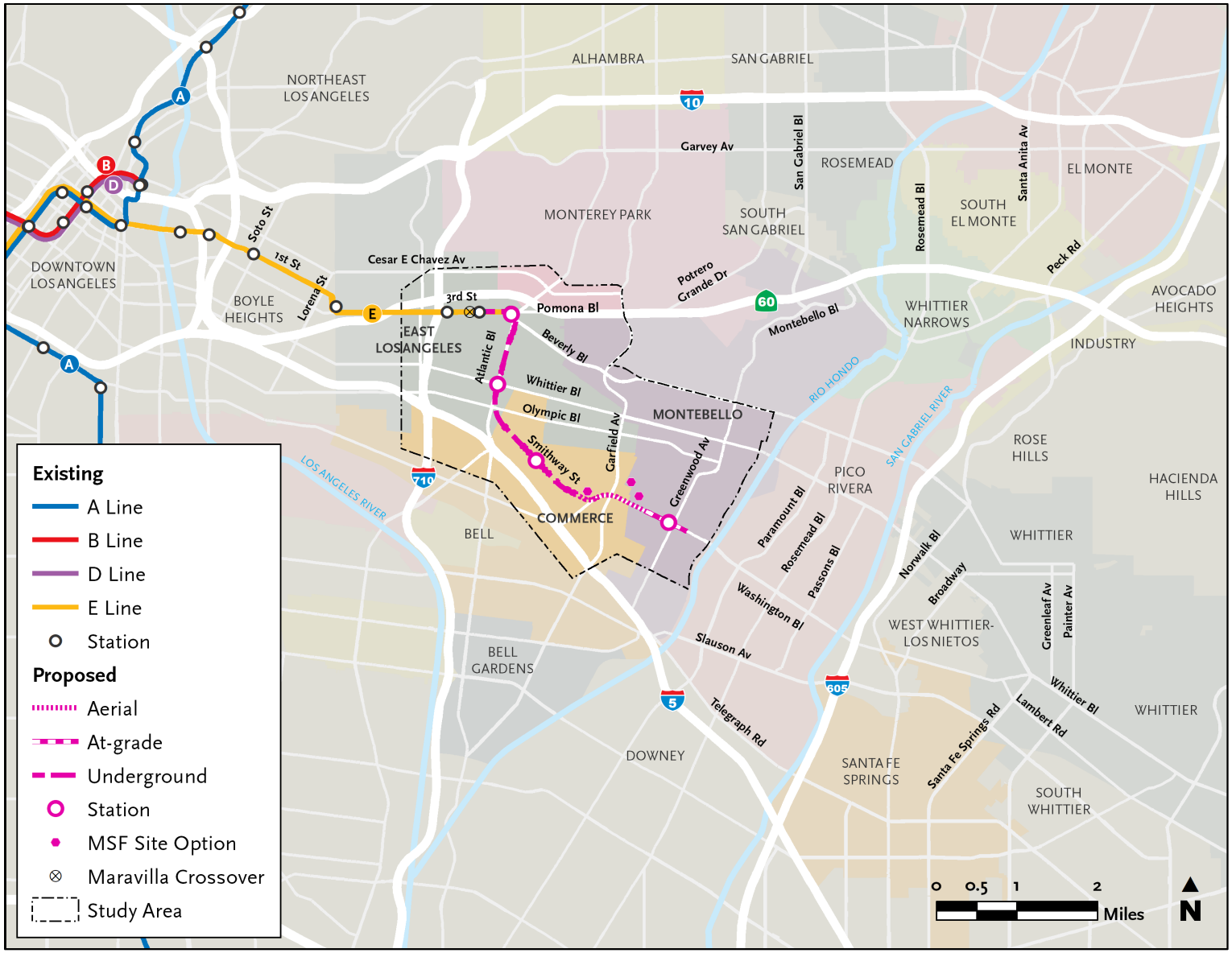
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.[2] The Study Area varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics such as land use and growth. It primarily encompasses a portion of the communities located along the Build Alternative alignment: the Cities of Commerce and Montebello and unincorporated East Los Angeles. A small portion of Monterey Park is located on the northwestern edge. **Figure 2.1** shows the Study Area boundaries.

As discussed in **Section 1.0**, the Study Area and surrounding region serves a diverse mix of uses. Major activity centers include East Los Angeles Community College, recreation areas, major retail and commercial centers (e.g., Citadel Outlets and the Historic Whittier Boulevard Shopping District), and medical centers. The Study Area is densely populated with low-income and transit dependent communities. In addition, many industrial and commercial properties utilize the arterials and freeways within the region for logistical freight activities.

## 2.2 Project Description

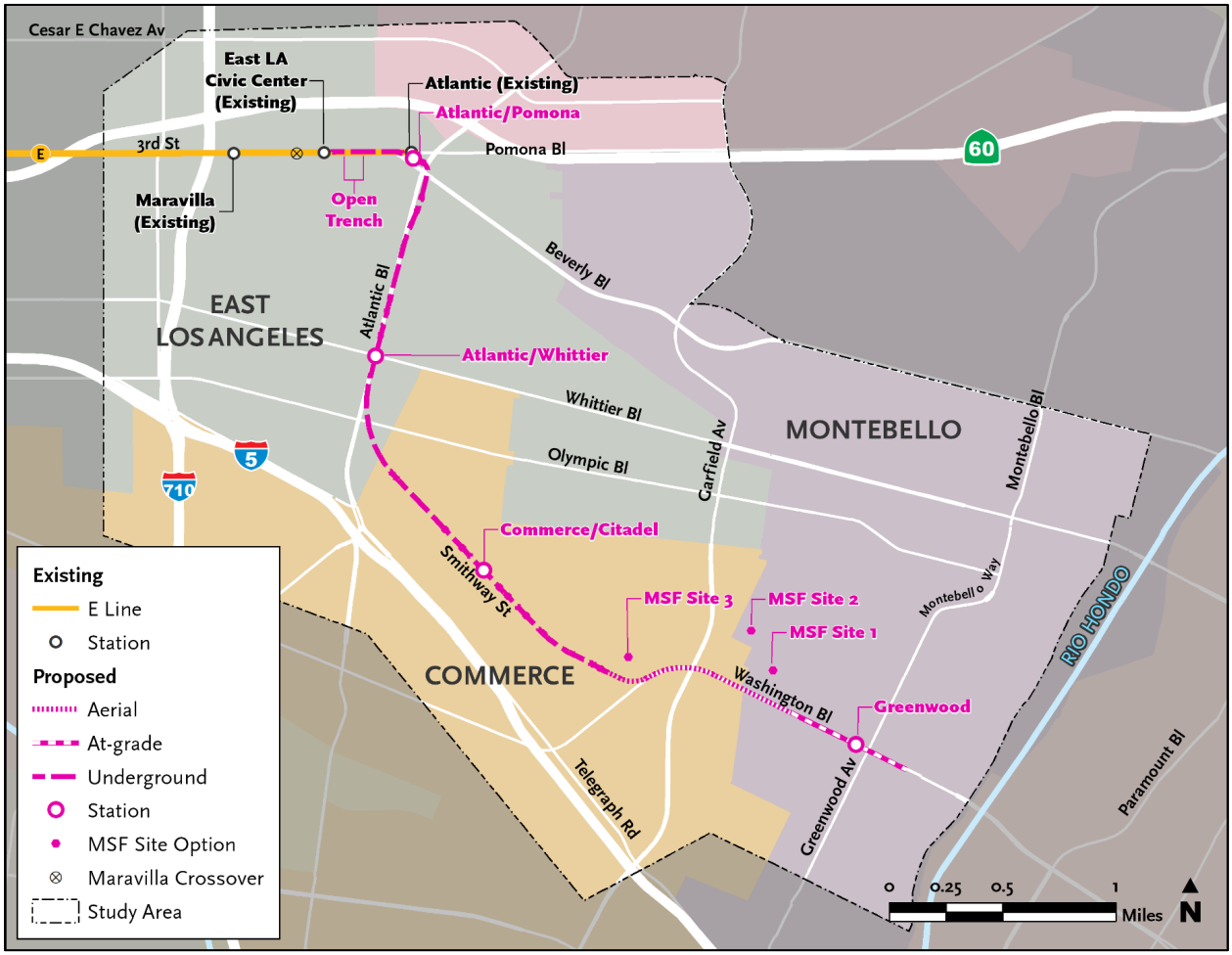
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 miles of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. It also includes a relocated underground Atlantic/Pomona station and three new stations. As discussed in greater detail below, the Build Alternative also includes guideway and system facilities to support vehicle operations, such as overhead catenary systems (OCS), radio communications, and train control houses that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated based on project requirements, constructability, environmental impacts, operational efficiency, and compatibility with surrounding land uses, but only one would be selected. Of the evaluated MSF sites, two are in the City of Montebello (MSF Sites 1 and 2) and one is in the City of Commerce (MSF Site 3). **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options.

[2] According to the Federal Transit Administration (FTA), a guideway refers to a public transportation facility using and occupying a separate right-of-way (ROW) or rail line for the exclusive use of public transportation (FTA 2025). The Build Alternative guideway is the proposed rail line, including the underground, aerial, and at-grade configurations. The centerline refers to the center line between the guideway LRT tracks or structures that supports, contains, and physically guides the LRT vehicles.




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 2.1. Study Area**




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 2.2. Study Area Close-up**

### 2.2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

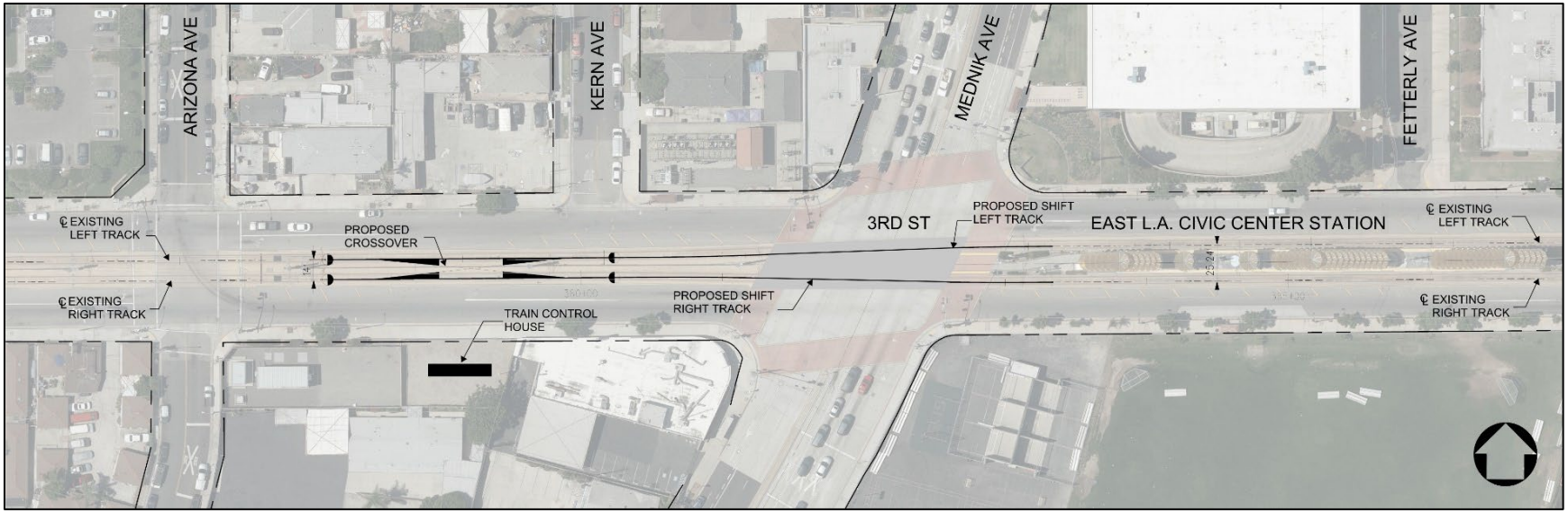
The existing tracks would be reconfigured to install a new at-grade double crossover[3] on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the Maravilla Crossover would involve a minor shift of the existing track to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at the vacant lot owned by Metro on the south side of 3rd Street between South Arizona Avenue and South Mednik Avenue (see **Figure 2.3**). This site is adjacent to an existing traction power substation (TPSS) that is surrounded by a block wall. The block wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench extending from east of Civic Center Way to east of La Verne Avenue as shown in **Figure 2.4.** The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Wood Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. A new high-visibility crosswalk would provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue.

Once underground, the guideway would follow 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, running east of Atlantic Boulevard until south of 4th Street and then underneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. Then the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

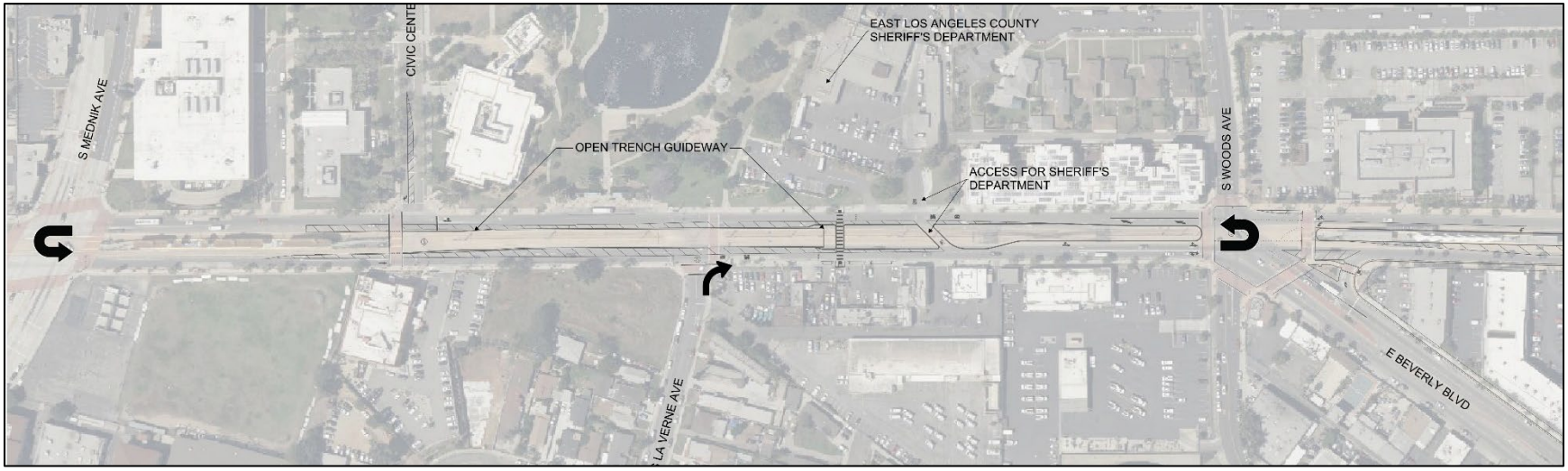
After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. If MSF Site 1 or 3 is selected, the aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue.

[3] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension.




Source: Metro; HNTB/Cordoba 2026.

**Figure 2.3. Maravilla Crossover Exhibit**




Source: HNTB/Cordoba 2026.

**Figure 2.4. Conceptual 3rd Street Modifications**

Under all three MSF site options, the aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montebello Boulevard to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the Metro Rail Design Criteria (MRDC).

#### 2.2.1.1 Traffic Circulation Changes

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard and eliminate left turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left-turn pocket) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involves additional property acquisitions.

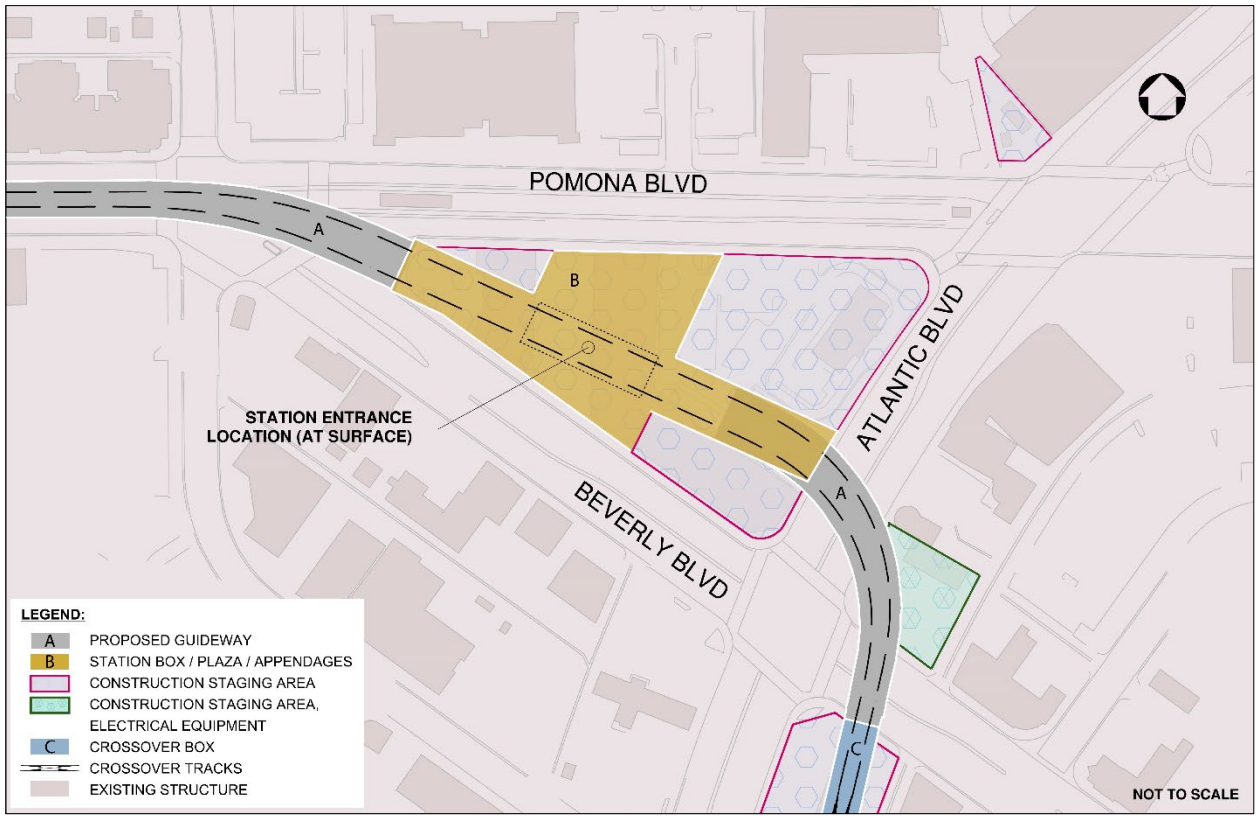
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the right-of-way needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

## 2.2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

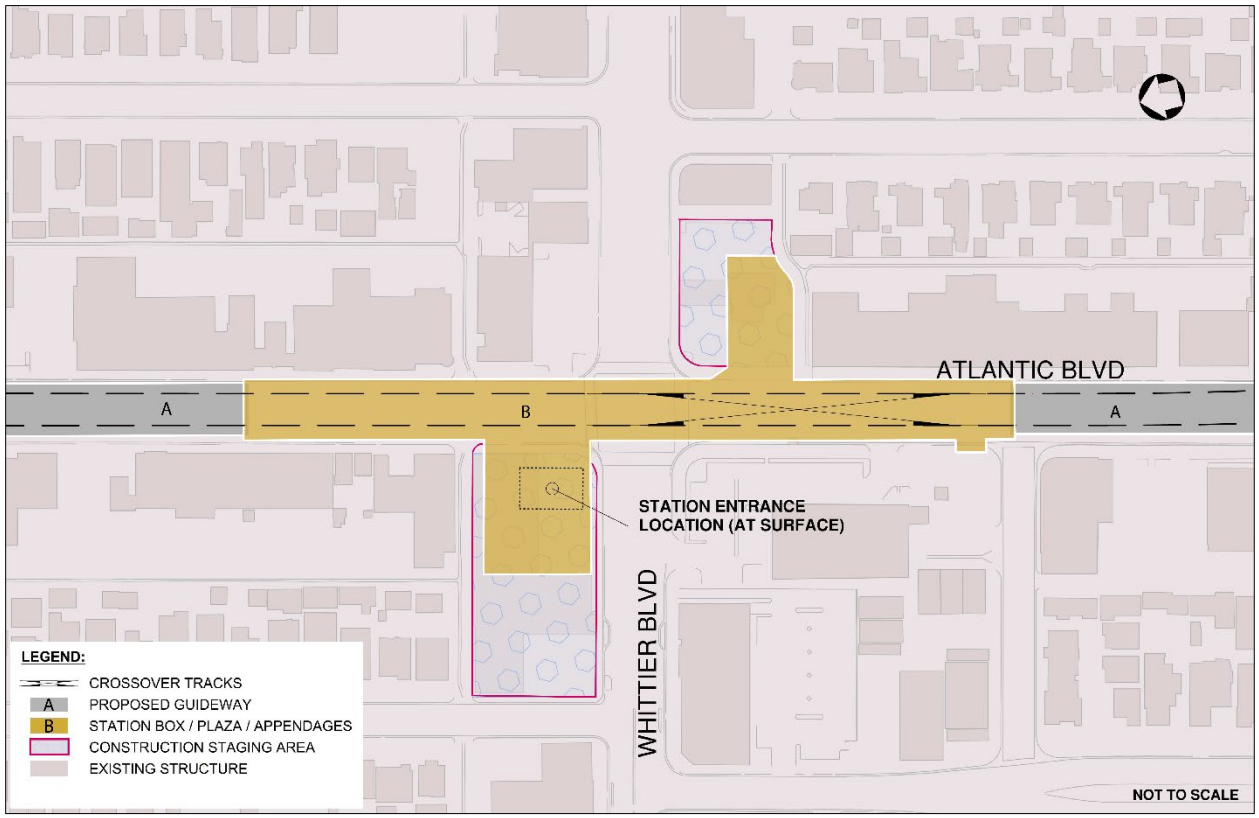
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces is located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Conceptual station site plans are shown in **Figure 2.5** through **Figure 2.8**. Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, MRDC, and Architectural Standard and Directive Drawings. Design elements would include, but would not be limited to, station signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the Metro First/Last Mile (FLM) Guidelines and the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.



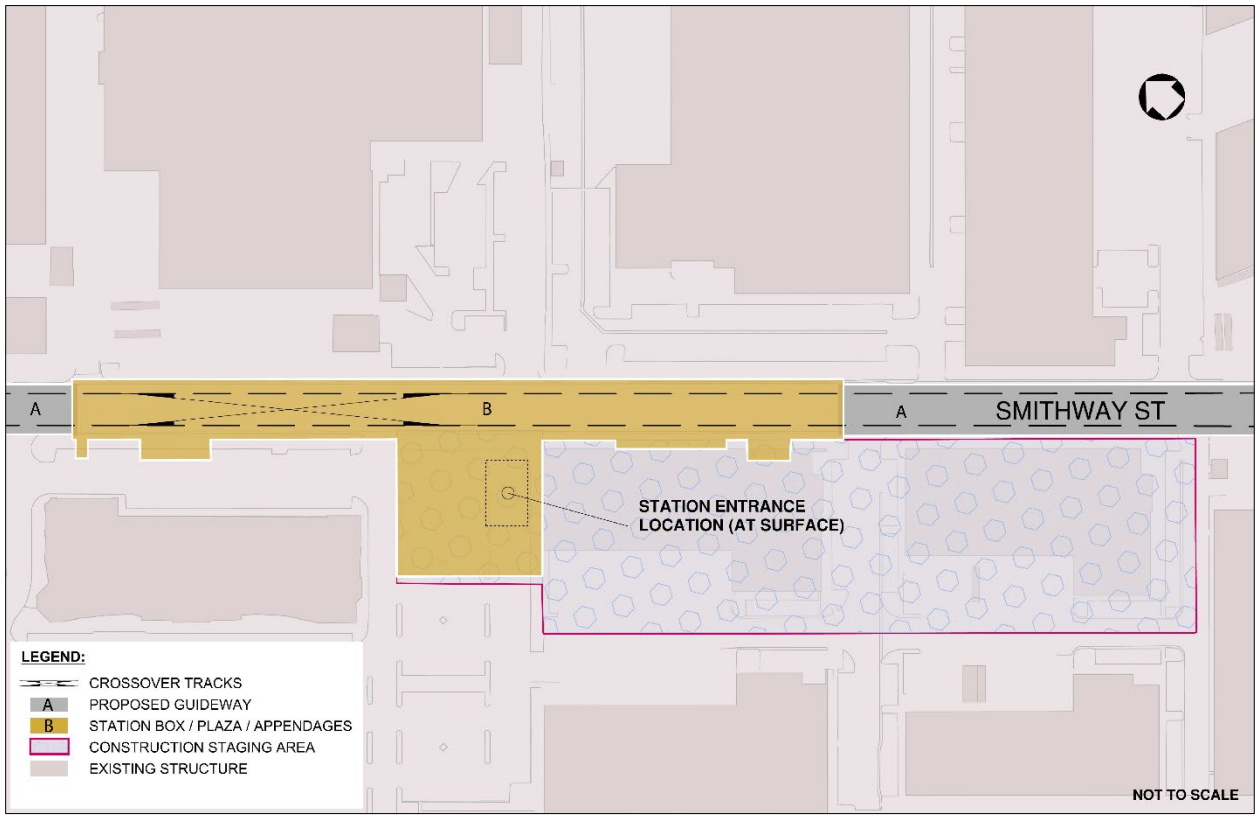

Source: Metro; HNTB/Cordoba 2026.

**Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan**



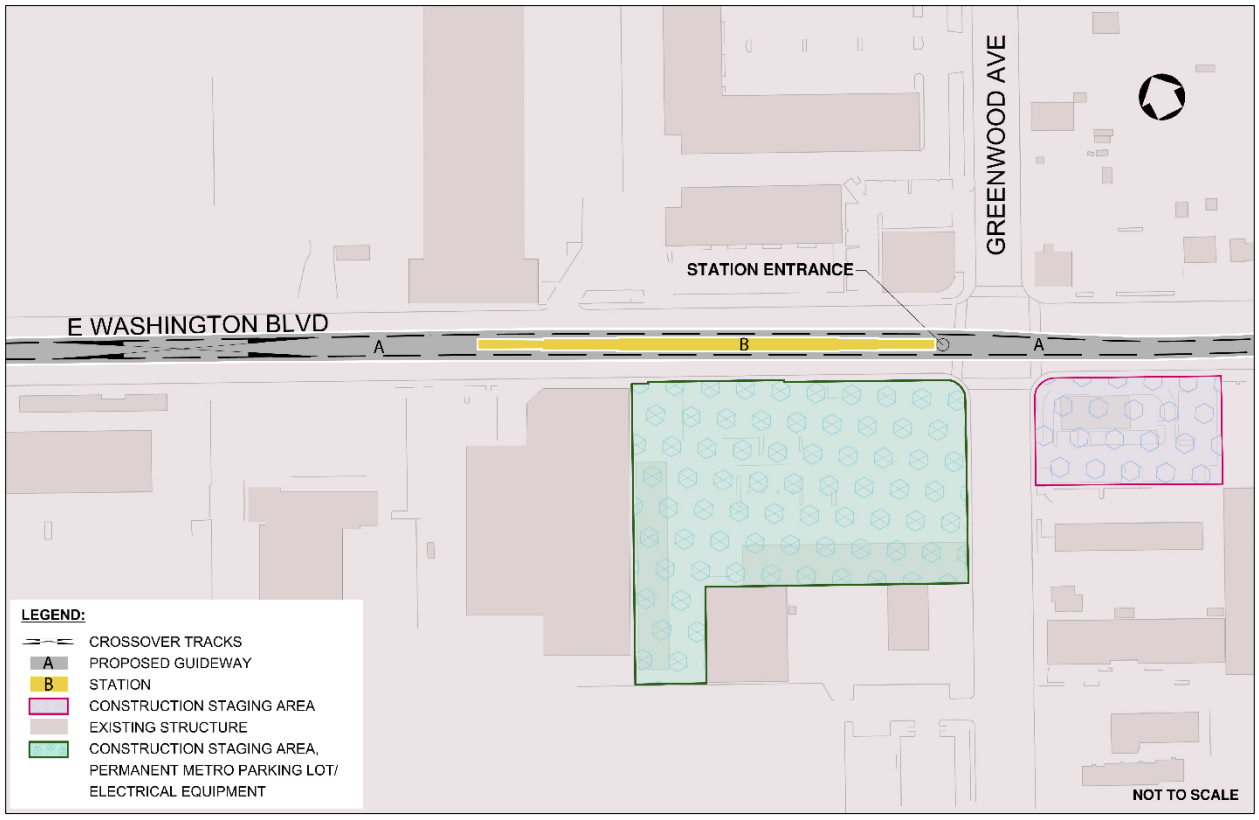

Source: Metro; HNTB/Cordoba 2026.

**Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan**




Source: Metro; HNTB/Cordoba 2026.

**Figure 2.7. Commerce/Citadel Station Conceptual Site Plan**




Source: Metro; HNTB/Cordoba J2026.

**Figure 2.8. Greenwood Station Conceptual Site Plan**

## 2.2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, emergency fire exits, TPSS, train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the underground portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations and adjacent to the crossover following the Atlantic/Pomona station. The Build Alternative alignment would travel along the median of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

# 2.2.4 Maintenance and Storage

## 2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3)

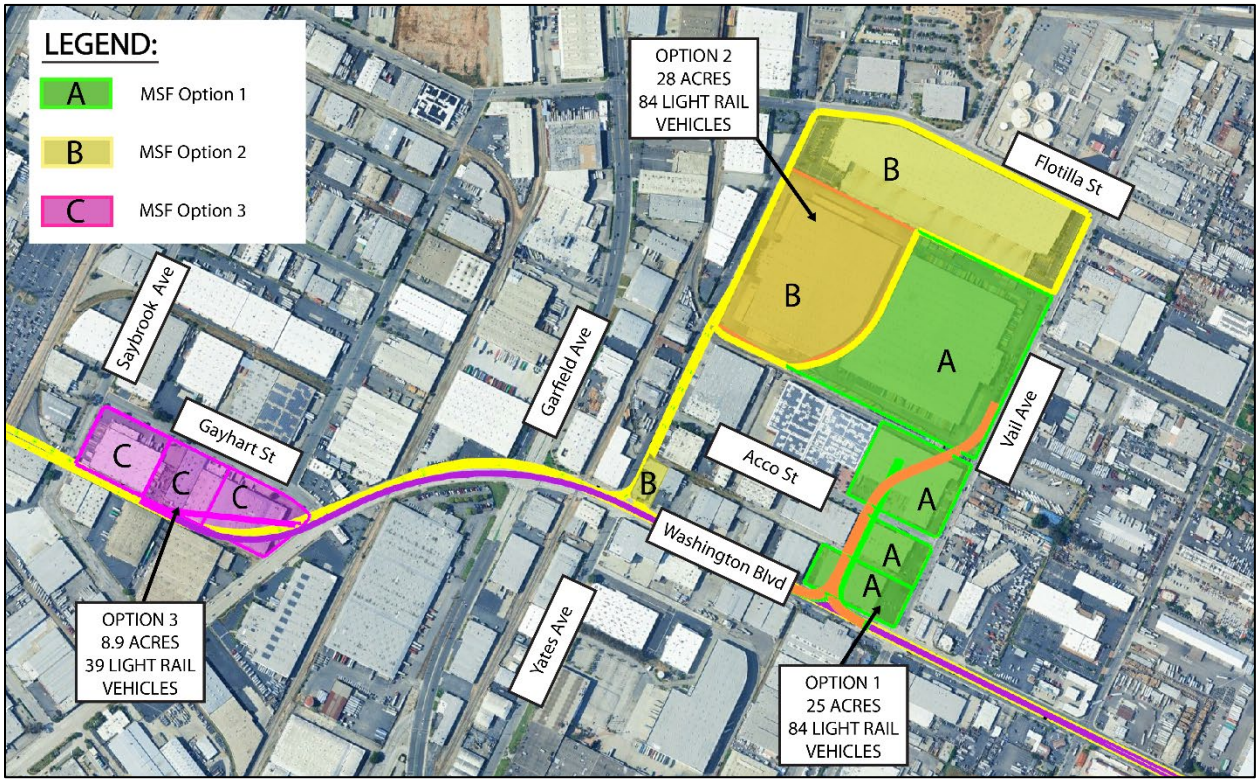
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

Three site options for the MSF are evaluated in this report: MSF Sites 1 and 2 (25 acres and 28 acres in size, respectively) are in the City of Montebello and MSF Site 3 (9 acres in size) is in the City of Commerce. Only one of the three sites would be selected and constructed. The MSF would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. The MSF would enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles, and it would also provide office space for operation and administrative staff. MSF Sites 1 and 2 would have repair facilities and larger storage capacity as compared to MSF Site 3.

MSF Sites 1 and 2 would be north of Washington Boulevard and south of Flotilla Street. Specifically, MSF Site 1 would be west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Sites 1 and 2 would require yard lead tracks that connect to the main line at a wye junction (i.e., three-way junction). The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF.

MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue. The tracks to the MSF would come off the mainline in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration.

The evaluation of the MSF in this report refers to MSF Sites 1, 2, and 3. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites. **Figure 2.9** shows the location of the three MSF site options, which are described in greater detail in the following sections.

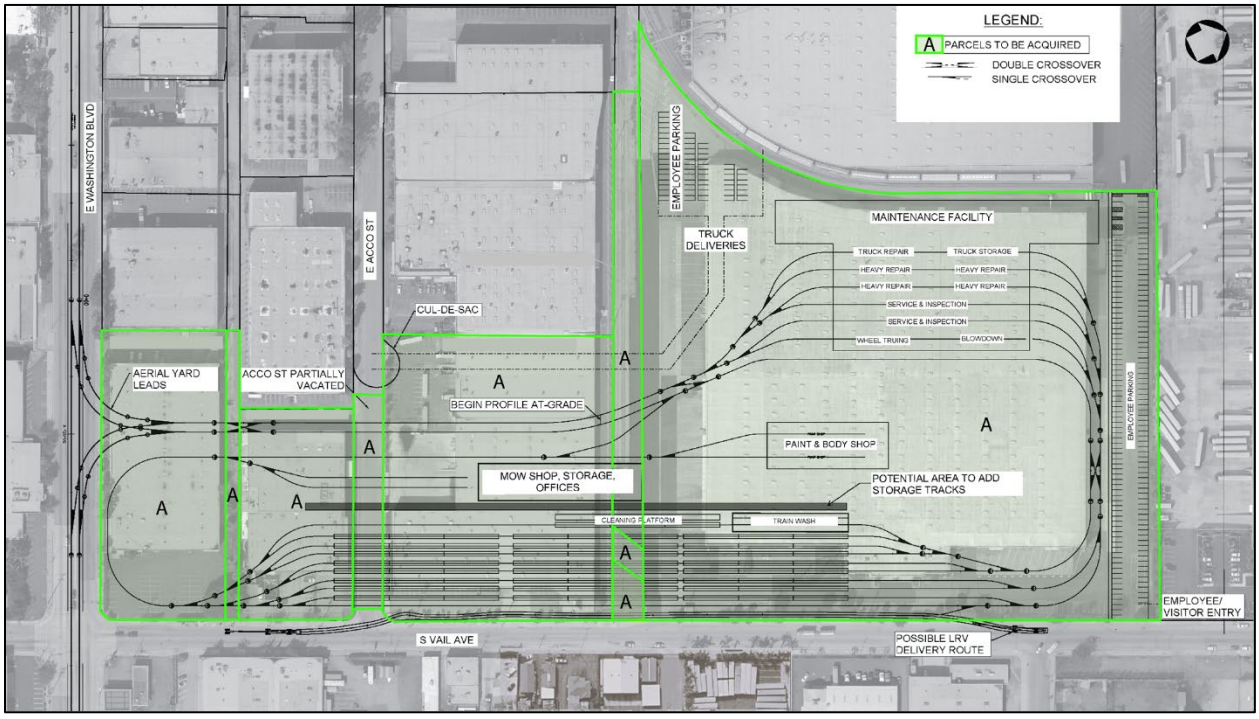



Source: HNTB/Cordoba 2026.

**Figure 2.9. MSF Site Options**

### 2.2.4.1.1 MSF Site 1: Aerial Yard Lead Tracks Located Mid-Block

MSF Site 1, shown in **Figure 2.10**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks to MSF Site 1 would be in an aerial configuration from Washington Boulevard, paralleling Vail Avenue, and would transition to at-grade as the track approaches the MSF. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisitions of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

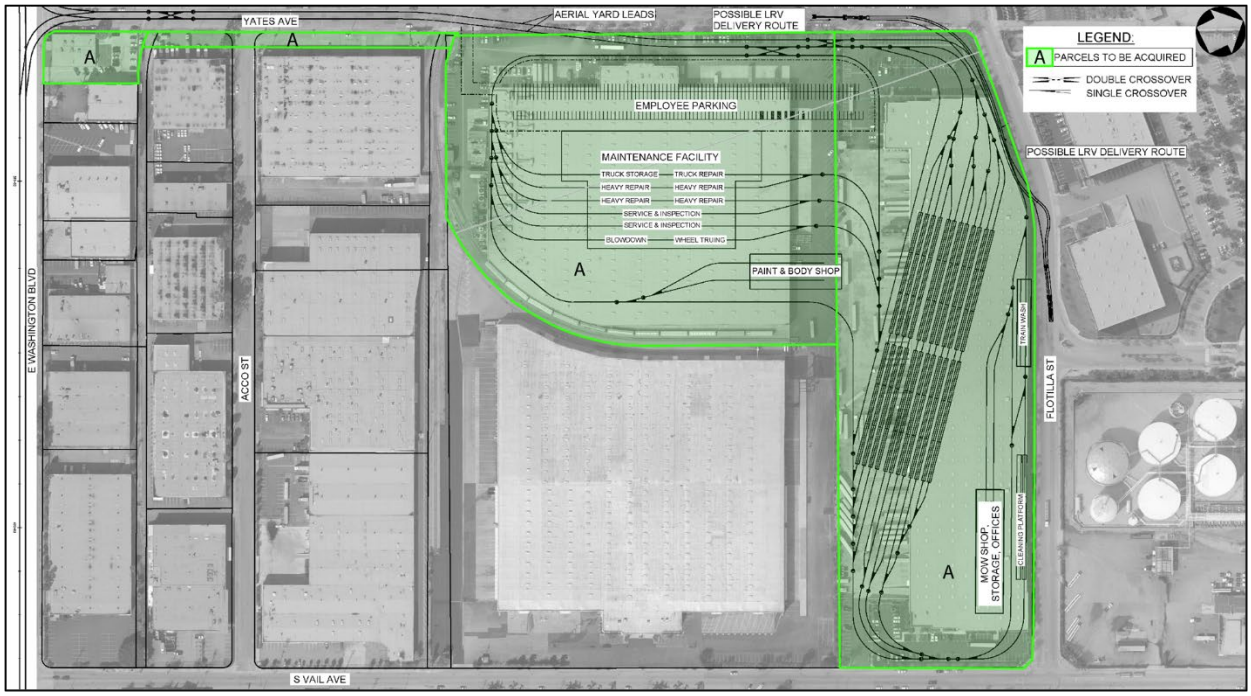



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

**Figure 2.10. MSF Site 1**

### 2.2.4.1.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.11**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

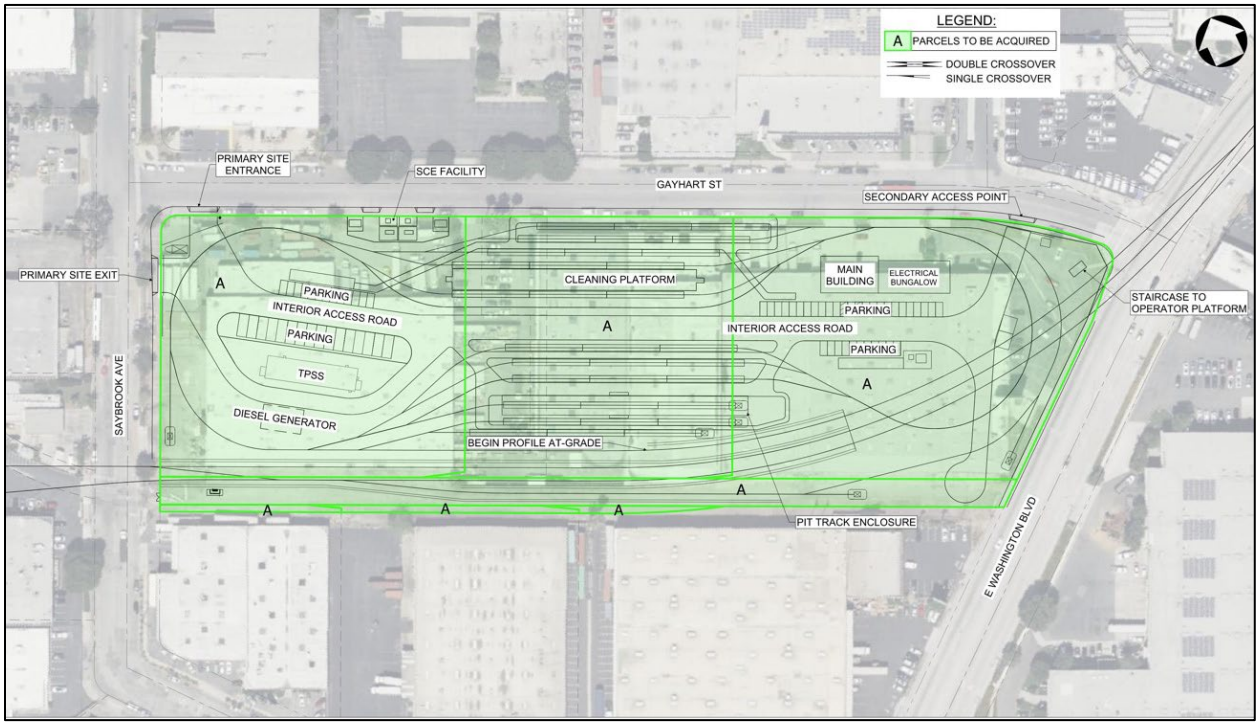



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

**Figure 2.11. MSF Site 2**

## 2.2.4.1.3 MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3, shown in **Figure 2.12**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. MSF Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the main line in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the main line alignment transitions from underground to aerial. MSF Site 3 would accommodate storage of a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.




Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power substation

**Figure 2.12. MSF Site 3**

## 2.2.5 Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include underground and at-grade station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a parking facility, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential street widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria, Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas (staging areas) for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for Metro's contractor. A temporary electrical conduit would be extended from the existing Vail Substation north of Flotilla Street to the TBM launch site to power the TBM. This would involve installing the temporary conduit in a trench within the ROW of Yates Avenue and Washington Boulevard. The trench excavation would be approximately 3-feet wide and about 20-feet deep.

### 2.2.6 Operations

Operation of the Build Alternative would be managed by Metro staff and personnel. The Build Alternative would operate a train line using light rail technology. Operational activities of the Build Alternative would include train car operations, train car maintenance (including cleaning and storage), track maintenance, and general administration. In addition, the Build Alternative would include emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms along the alignment and at the MSF. Operation of an MSF would include daily service and cleaning, inspection, and storage of light rail vehicles. MSF Sites 1 and 2 would also include repair facilities.

The operating hours and schedules for the Build Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line. It is anticipated that trains would operate every day from 4 am to 1 am the following day. On weekdays, trains would operate approximately every 6 minutes during peak hours, every 10 minutes mid-day, and every 12 to 20 minutes in the early morning and after 7 pm. On weekends, trains would operate every 10 minutes from 9 am to 9 pm, and every 20 minutes before 9 am and after 9 pm. The operational headways (the time between vehicles past a given point) are consistent with Metro design requirements for future rail services.

Forecasted ridership for the Build Alternative anticipate approximately 7,550 total weekday station boardings by 2050 compared to 3,010 boardings at the existing Atlantic/Pomona Station under the No Build Alternative. Based on the operating headway requirements and ridership forecasts, Metro anticipates the need for an additional three trains for the Metro E Line to operate the Build Alternative. Each train would have three cars and there would be one spare train consisting of three train cars for a total of 12 new train cars.

## 2.3 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP). The No Build Alternative would include existing projects from the base year (2025) and planned projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and adverse effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required as a baseline for comparison under the National Environmental Policy Act (NEPA).

## 2.4 Project Purpose

The purpose of the Project is to reduce travel times for communities in eastern Los Angeles County and provide new multimodal connections to destinations within the greater Southern California region. By serving highly concentrated areas of employment, activity centers, and residential communities, the Project would expand economic opportunities and promote the growth of local economies, while supporting transit oriented community goals and addressing the travel needs of transit dependent populations. It would enhance regional connectivity by providing new and faster multimodal options and lead to economic development and infill growth opportunities throughout eastern Los Angeles County.

In support of the goals in Metro's LRTP (Metro 2020) and Metro's Vision 2028 Strategic Plan (Metro 2018), the purposes of the Project are to:

- Enhance regional connectivity by extending the existing Metro E Line further east from the current East Los Angeles terminus.
- Accommodate growing travel demand resulting from increased future population and employment growth.
- Provide mobility options to increase travel efficiencies to and from eastern Los Angeles County.
- Improve access to existing concentrations of activity centers and employment within eastern Los Angeles County.
- Enable jurisdictions in eastern Los Angeles County to promote growth in their local economies.
- Improve accessibility and connectivity for transit dependent populations.

# 2.5 Project Need

The Project addresses transportation needs of eastern Los Angeles County communities which face high population and employment growth and constrained transportation facilities. Future population and employment growth will contribute to increases in travel demand which, if unaddressed, will overwhelm existing and future transportation networks, impact goods movement, and exceed transit capacities in eastern Los Angeles County. The Project is needed to address growing population and employment densities, congestion impacts on bus transit and vehicle travel, quality of life, and high transit demand within the Study Area, as discussed below:

- Growing population and employment densities – By year 2050, already high density communities within the Study Area are expected to grow an additional 3 percent to 10 percent.[4] As population and employment grow, existing traffic would also continue to grow, increasing travel times and lowering travel speeds. Providing improved transit opportunities in Eastern Los Angeles would help alleviate this increase in congestion and will also improve access to high-density activity centers in the Study Area and throughout Metro's regional transit system.
- Local roadway congestion impacts on bus transit – With limited regional rail system connections in the Study Area, residents, employees, and visitors rely on bus services that operate on a congested arterial network. This congestion negatively affects the reliability and consistency of local and regional transit services. In addition, there are no existing or planned direct routes that would parallel the Project corridor without several bus transfers.
- Arterial and freeway congestion impacts on vehicle travel – Existing Study Area freeways and roadways are highly congested during peak periods, with the heaviest congestion occurring on the Interstate (I)-5, State Route (SR)-60, and I-10 freeways to and from Downtown Los Angeles. Other nearby freeways, such as I-710 and I-605, are also congested during peak hours and east-west movements along parallel arterials such as Washington Boulevard experience heavy truck traffic from goods movement throughout the day.
- Quality of life – The communities of eastern Los Angeles County are faced with increasing air quality concerns, particularly given areas of industrial activity in the Cities of Commerce and Montebello and unincorporated East Los Angeles. Improving quality of life can be achieved by enhancing access to transit services and other mobility options. Encouraging transit ridership would generate economic benefits by reducing vehicle trips, lessening roadway congestion, and reducing emissions from several air pollutants.

[4] The City of Montebello's population density (8,330 residents per square mile) is more than three times the density of Los Angeles County as a whole (2,500 residents per square mile), and would continue to grow to almost 8,600 residents per square mile by 2050. Even more striking is the existing employment density within the City of Commerce (9,480 jobs per square mile), which is more than seven times the employment density of Los Angeles County as a whole (1,265 jobs per mile) and is projected to reach 9,700 jobs per square mile by 2050 (SCAG 2024).

- High transit demand – The Study Area has high transit demand as the travel market includes a large number of households that use and depend on transit such as low-income populations, youth and seniors, and households that do not own vehicles. Within the Study Area, approximately 15 percent of households are low-income,[5] 37 percent of residents are youth and seniors, and 10 percent of households do not own a vehicle[6] (US Census Bureau 2022). To address this strong transit demand, more access and connectivity to public transportation is needed within the Study Area.

## 2.6 Purpose of the Community Impacts Assessment

The purpose of this CIA is to evaluate the potential adverse effects from the Project on community characteristics, including community cohesion and community facilities and public services. This CIA describes the affected environment, applicable regulatory settings, methodology, and environmental consequences from construction and operation of the No Build Alternative and the Build Alternative.

[5] Approximately 15 percent of the population of the Study Area is considered low-income and living below the poverty threshold in 2022 (U.S. Census Bureau 2022).
[6] Approximately 10 percent of households within the Study Area are zero-car households without access to private vehicles in 2022 (U.S. Census Bureau 2022).

# 3.0 REGULATORY FRAMEWORK

## 3.1 Federal

### 3.1.1 National Environmental Policy Act

NEPA (42 United States Code [USC] Section 4321 et seq.) requires the consideration of potential environmental effects, including potential effects to community resources, in the evaluation of any proposed federal agency action. NEPA also obligates federal agencies to consider the environmental consequences and costs in their projects and programs as part of the planning process.

NEPA, as amended, established that the federal government shall work to provide safe, healthful, productive, and aesthetically and culturally pleasing surroundings for all United States residents (42 USC 4331[b][2]). This requires considering environmental impacts such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services. FTA's implementing regulations for NEPA are detailed in 23 Code of Federal Regulations (CFR) Part 771; these regulations are implemented jointly with the FHWA and Federal Railroad Administration. According to FTA guidance, transit projects may affect the social environment and change the physical layout, demographics, and sense of neighborhood in local communities. As part of the NEPA process, the Project should determine if impacts may change land use patterns, access to services, population densities, and neighborhood cohesiveness.

### 3.1.2 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 and related statutes promotes fairness to all in federally assisted programs.

### 3.1.3 Americans with Disabilities Act of 1990

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

### 3.1.4 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) mandates that certain relocation services and payments be made available to eligible residents,

businesses, and nonprofit organizations displaced by federal or federally assisted projects. The Uniform Act provides for uniform treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms and establishes uniform land acquisition policies.

### 3.1.5 Section 4(f) of the United States Department of Transportation Act

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 (recodified as amended at 49 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, or natural wildlife refuges. Federally funded transportation improvement projects are prohibited from encroachment (permanent incorporation, temporary occupancy, or constructive use) on Section 4(f) lands unless it can be demonstrated that no other alternative exists. Preliminary Section 4(f) findings are discussed in **Section 6.1.2** and **Section 6.2**, and a complete Section 4(f) analysis and conclusions are presented in Chapter 4.0 of the EA, and **Appendix N**, Section 4(f) Evaluation.

### 3.1.6 Uniform Fire Code

The Uniform Fire Code (UFC), developed by the National Fire Protection Association (NFPA), contains fire safety regulations relating to building construction and maintenance and the use of building premises. Topics addressed in the UFC that could be affected by the Build Alternative include fire department access and provisions intended to protect and assist fire responders, such as fire protection and detection systems.

### 3.1.7 National Fire Protection Code

The NFPA has set forth a range of safety codes for a variety of environments and applications. The National Fire Protection Code—NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems—provides fire protection and life-safety requirements for underground, surface and elevated fixed guideway transit and passenger rail systems. This also includes storage facilities, train ways, stations, emergency ventilation systems, and communications and control systems. The purpose of NFPA 130 is to establish minimum requirements that will provide a reasonable degree of safety from fire and its related hazards in fixed guideway transit and passenger rail system environments. NFPA 130 regulates the type of materials, material fire safety properties (e.g., flammability, combustibility, and smoke production), and potential fire hazards.

# 3.2 State

## 3.2.1 General Plan Requirements

State law requires that each city and county adopt a comprehensive, long-term general plan for its physical development. These general plans are required to include the following seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety (California Government Code Sections 65300 et seq.). Each jurisdiction may also adopt additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities. The State is seldom involved in local land use and development decisions. Decision-making authorities have been delegated to the city councils and boards of supervisors of the individual cities and counties, respectively.

## 3.2.2 California Fire Code

The California Fire Code, Title 24 California Code of Regulations, Part 9 is based on the International Fire and Building Codes and contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code 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 first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The code contains specialized technical regulations related to fire and life safety.

# 3.3 Regional and Local

## 3.3.1 Southern California Association of Governments Connect SoCal 2024-2050 Regional Transportation Plan

The Southern California Association of Governments (SCAG) is the largest regional planning agency in the nation, functioning as the Metropolitan Planning Organization (MPO) for six counties and 191 cities. SCAG develops long-term solutions for regional challenges such as transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the 6-county region (Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial Counties) to develop plans and strategies to address these issues.

SCAG's Regional Transportation Plan (RTP), which is updated every 4 years, is the comprehensive 20-year transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the 6-county area. As the RTP

for the SCAG region for years 2024-2050, the SCAG 2024 RTP is an important planning document that identifies major challenges as well as potential opportunities associated with growth projections for the region and allows public agencies that implement transportation projects to do so in a coordinated manner while qualifying for federal and State funding (SCAG 2024a).

The SCAG 2024 RTP is supported by a combination of transportation and land use strategies that outline how the region can achieve federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, the improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources. Goals and subgoals in SCAG 2024 RTP that apply to the Build Alternative include:

- Mobility: Build and maintain an integrated multimodal transportation network
    - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
    - Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance the offerings in high-need communities
    - Support planning for people of all ages, abilities and backgrounds
- Communities: Develop, connect and maintain livable and thriving communities
    - Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Environment: Create a healthy region for the people of today and tomorrow
    - Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more efficient use of energy and water
- Economy: Support a efficient and productive regional economic environment that provides opportunities for all people in the region
    - Improve access to jobs and educational resources

# 3.3.2 Los Angeles County Metropolitan Transportation Authority (Metro)

## 3.3.2.1 Long Range Transportation Plan

Metro's 2020 LRTP provides a 30-year roadmap to plan, build, operate, maintain, and partner for mobility improvements. The LRTP guides future funding plans and policies for transportation improvements within Los Angeles County towards a more mobile, resilient, and accessible future. Through extensive public outreach, Metro has formulated the LRTP's goals into four priority areas: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. The priority areas are to

ensure that every current and future resident has access to affordable transportation in accordance with their needs (Metro 2020a). The planned actions of the four priority areas of the LRTP are further discussed below:

- Better Transit: Over the lifespan of the LRTP, Metro will invest more than $80 billion to improve, expand, and upgrade the Los Angeles County public transit system. In total, the 2020 LRTP will expand the Metro rail network to over 200 stations covering nearly 240 miles.
- Less Congestion: The LRTP includes more than $105 billion in roadway investments, including operations and maintenance, active transportation and multi-modal projects, support for local cities and subregions, and nearly $27 billion for major highway improvements.
- Complete Streets: The LRTP includes $7 billion in funding for active transportation projects, including major facilities and bicycle and pedestrian programs at the city level. Strategies of the Complete Streets policy centers around redesigning streets in a way that prioritizes the safety of all users, enhances access to transit stations, and integrates active transportation improvements into the transportation system.
- Access to Opportunity: The LRTP was developed in accordance with Metro's policy to ensure system changes prioritize those most in need of improved access to opportunity.

#### 3.3.2.2 Vision 2028 Strategic Plan

Developed after 18 months of research, discussion, and public outreach, Metro's Vision 2028 Strategic Plan is a 10-year plan which sets the mission, vision, performance outcomes, goals, and specific actions Metro will take for years 2018-2028 (Metro 2018). The primary goals of the Vision 2028 Strategic Plan that are relevant to the Build Alternative are listed below:

- Provide high-quality mobility options that enable people to spend less time traveling
- Deliver outstanding trip experiences for all users of the transportation system
- Enhance communities and lives through mobility and access to opportunity

#### 3.3.2.3 2025 Transit Service Policies and Standards

Metro's 2025 Transit Service Policies and Standards establish criteria and guidelines to ensure the Metro transit system is developed and managed consistently with policy guidance approved by the Board of Directors, including the Vision 2028 Strategic Plan (Metro 2025d).

#### 3.3.2.4 Joint Development Policy

Metro's Joint Development Program leverages land around its transit stations to partner with communities, local jurisdictions, and developers to realize transit oriented developments with particular emphasis on housing production. Any remnant property that is no longer needed for transit purposes would be prioritized for new joint development opportunities, aligning with Metro's Transit Oriented Communities Policy. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.

### 3.3.2.5 Transit Oriented Communities Policy

Metro's Transit Oriented Communities Policy supports land use planning and community development policies that maximize access to transit and acknowledge mobility as an integral part of the urban fabric. Transit oriented communities offer a mix of uses close to transit to support housing production, as well as building densities, parking policies, urban design elements, and First/Last Mile facilities that support ridership and reduce auto dependency. The Policy aims to increase transit ridership, create affordable housing, and improve access to opportunities for residents through partnerships with local jurisdictions and community groups, using strategies such as joint development and incentivizing transit supportive land use policies (Metro 2020c).

### 3.3.2.6 Transit Oriented Communities Implementation Plan

Metro's Transit Oriented Communities Implementation Plan is an action plan to build transit oriented communities across Los Angeles County. It aims to maximize the benefits of transit infrastructure by promoting multi-modal connectivity and leveraging transit investments to create livable neighborhoods with economic opportunities (Metro 2020c).

### 3.3.2.7 Active Transportation Strategic Plan

Metro's 2023 Active Transportation Strategic Plan is Metro's county-wide effort to identify strategies to increase walking, bicycling, and transit use in Los Angeles County. The plan aims to further the mission of providing a world-class transportation system, focusing specifically on the active transportation network and first/last mile connectivity to transit. The plan will allow Metro to better plan for the most effective active transportation improvements across Los Angeles County (Metro 2023a). The plan's goals and objectives that are relevant to the Build Alternative include:

- Goal 3 Accessibility: Bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive.
  - 3.1 Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings
  - 3.2 Expanded and enhanced active transportation access to socio-economic opportunities

### 3.3.2.8 Transit to Parks Strategic Plan

In 2019, Metro adopted the Transit to Parks Strategic Plan. The Strategic Plan lays out a strategy, via pilot projects, policies, and programs, to provide communities with increased access to parks. The process was structured around goal setting, best practice review, data analysis, and plan preparation. The Best Practice Review, conducted by an Advisory Committee with varied representation, draws inspiration from Metro's core values of quality access, innovation, fiscal responsibility, and team work to develop recommendations. The Strategic Plan identifies the jurisdictions along the Build Alternative alignment, including the Cities of Commerce and Montebello and the unincorporated Los Angeles County community of East Los Angeles, as Communities of Interest that would benefit from increased transit access to parks. The plan also identifies high-quality parks and open spaces known as Parks of

Interest. One Park of Interest, the San Gabriel River and Multi-Use Trail, is located in the Gateway Cities subregion (Metro 2019).

## 3.3.2.9 First/Last Mile Strategic Plan

Metro's 2014 FLM Strategic Plan & Planning Guidelines outline an infrastructure improvement strategy designed to facilitate safe and efficient access to the Metro system. The plan aims to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership (Metro 2014). Goals of the Strategic Plan include:

- Expand the reach of transit through infrastructure improvements
- Maximize multi-modal benefits and efficiencies
- Build on the RTP

In February 2023, Metro initiated First/Last Mile planning for the Build Alternative. The Eastside Transit Corridor Phase 2 First/Last Mile Plan, approved by the Metro Board in October 2024, proposes walk and wheel projects to develop and improve first/last mile connectivity and access for people who will walk, bike, or roll to the proposed stations of the Build Alternative (Metro 2025).

## 3.3.2.10 Metro Rail Design Criteria

Metro's MRDC (Metro 2024) identifies the methods to construct, maintain, and monitor the relative safety of LRT facilities, and includes the latest adoption of the Metro Systemwide Station Design Standards Policy. It also requires the preparation of a Preliminary Hazard Analysis that analyzes the potential for a loss or malfunction of each and every LRT operational function and categorizes its effect on the equipment, personnel, patrons and general public to determine the associated hazard level, as defined in the American Public Transit Association Manual for the Development of Urban Rail Agency System Safety Program Plans (2012). The MRDC also outlines the following basic methods of resolving or addressing any potential safety and security concerns:

- Elimination through design/redesign
- Minimization through the provision of additional safety features
- Installation of warning devices shall be used to detect the condition and to generate an adequate warning signal to correct the hazard or to provide for operating personnel/public reaction
- Specialized procedures and training

The Fire/Life Safety Design Criteria establish minimum requirements to provide a reasonable degree of safety from fire and its related hazards. These standard criteria cover fire protection requirements for underground, surface, elevated, trench and raised embankment fixed guideway transit systems including guideways, vehicles, transit stations, vehicle maintenance and storage areas. Fire safety is achieved by integrating facility design, operating equipment, hardware, procedures, and software subsystems to protect life and property from the effects of fire. The criteria pertain to station and guideway facilities, passenger vehicles, maintenance and storage facilities, system fire/life safety procedures, communications, rail operations control, and inspection, maintenance, and training.

#### 3.3.2.11 Metro Rail Standard Operating Procedures

The Metro Rail Standard Operating Procedures (SOPs) list specific actions to be performed in a reasonable sequence or priority order, particularly in an emergency. It is the responsibility of Metro employees, whose duties require them to be on the active railroad ROW or property or in any way involved with the operation of the Metro Rail lines, to be aware of the contents of SOPs that apply to specific situations and to comply with these SOPs in the performance of their duties. The proper application of the SOPs is how Metro ensures that the Metro Rail system operates safely. The SOPs were issued on May 13, 2013, and have been subsequently updated on occasion by the Rail Service Operations Superintendent.

The SOPs cover emergency and operational situations such as train incidents, earthquake, fire, or smoke on a train, emergency evacuation, derailment, flooded track, and unauthorized persons on the ROW. Each SOP is divided into individual sections, giving a list of tasks for the specific group or type of employees who would use the SOP, such as train operators, controllers, yard controllers, field supervisors, or all employees. The SOPs help to address the various situations that employees may be faced with in an individual situation. Employees are expected to use their best judgment and apply these SOPs in a common-sense manner that expedites proper and safe responses.

## 3.3.3 Los Angeles County

### 3.3.3.1 Step by Step LA County: Pedestrian Plans for Unincorporated Communities

The Step by Step LA County: Pedestrian Plans for Unincorporated Communities (Los Angeles County 2019) provides a policy framework for how Los Angeles County proposes to get more people walking, make walking safer, and support healthy active lifestyles. The program includes Community Pedestrian Plans for several unincorporated communities in Los Angeles County. A plan for East Los Angeles includes analysis of current pedestrian conditions and proposes new pedestrian facilities, actions, and programs.

### 3.3.3.2 Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan is the primary framework guiding the development and conservation of the unincorporated areas of Los Angeles County through year 2035. The General Plan plans for new housing and jobs within the unincorporated areas in anticipation of population growth in the county (Los Angeles County 2024a). The General Plan contains the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing. The General Plan includes the following goals and policies that are applicable to the Build Alternative:

- Land Use (LU)
  - Policy LU 4.3: Encourage transit oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.
  - Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
- Mobility (M)
  - Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
  - Policy M 4.1: Expand transportation options that reduce automobile dependence.
  - Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities.
  - Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
- Air Quality (AQ)
  - Policy AQ 2.6: Expand infrastructure to accommodate transit and alternative modes of transportation to serve residential, employment, and recreational trips.
- Conservation and Natural Resources
  - Policy C/NR 5.7: Actively support the design of new and retrofit of existing infrastructure to accommodate watershed protection goals, such as roadway, railway, bridge, and other—particularly—tributary street and greenway interface points with channelized waterways.

#### 3.3.3.3 Los Angeles County Department of Regional Planning: Metro Area Plan

The East Los Angeles Community Plan was adopted in 1988; however, its policies and regulations are outdated and no longer applicable. The Los Angeles County Department of Regional Planning Metro Area Plan (MAP), adopted by the County Board of Supervisors in May 2024, updated these previous goals and policies and consolidated the zoning regulations that currently exist across multiple community plans to simplify and streamline the planning process. As such, the East Los Angeles Community Plan was rescinded by the Los Angeles County Department of Regional Planning and superseded by the MAP. The MAP is a long-range planning document which provides a policy framework for the seven unincorporated Los Angeles County communities within the Metro Planning Area, including the unincorporated Los Angeles County community of East Los Angeles. The policies and strategies of the MAP focus on encouraging more housing development and multi-modal transportation in the Planning Area (Los Angeles County 2024b).

The MAP includes the following goals and policies for the entire Planning Area that are applicable to the Build Alternative:

- Transit Oriented Districts (TOD)
  - Goal TOD 2: Development in Transit Oriented Districts supports transit use, encourages active transportation connectivity, and revitalizes station areas.
    - Policy TOD 2.2: Active Transportation. Prioritize station area design to support active transportation and connectivity to the pedestrian and bicycle networks.
    - Policy TOD 2.3: Station Area Identity. Create physical and visual connections between each Metro rail station and adjacent neighborhoods, public facilities, public parks, and activity centers through installation of identifiable public art elements inclusive of lighting, community markers, or other elements. (Refer to TOD Specific Plans and Active Transportation Design policies in the Mobility Element of the General Plan and the Mobility section of this plan for related policies.)
    - Policy TOD 2.4: Public Art. Integrate public art in TODs, including on Metro right-of-way infrastructure, overpasses, within the public realm, and other visible areas.
    - Policy TOD 2.6: At-Grade Rail Crossing. Inventory pedestrian rail crossings within the TOD station areas and seek funding opportunities for pedestrian safety enhancements.
- Mobility (M)
  - Goal M1: The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.
    - Policy M 1.1: Rail Station Safety and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations. Use amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.
    - Policy M 1.2: Transit Station/Stop Lighting. Prioritize adequate lighting at major transit stations/stops to increase visibility and overall passenger safety.
    - Policy M 1.3: Transit Stations as Assets. Work with Metro to seek opportunities to incorporate public art and other amenities at transit stations to enhance the local environment.
    - Policy M 1.5: Prioritize Transit. Collaborate with Metro on a transit program that prioritizes transit by creating bus priority lanes, where appropriate, that improve transit facilities and reduce transit passenger wait times.

The MAP includes the following goals and policies for the unincorporated Los Angeles County community of East Los Angeles that are applicable to the Build Alternative:

- Goal 1: The transportation network, including bus and rail stations and corridors, is attractive, comfortable, safe, and efficient.
  - Policy 1.1: Metro L Line Extension. Support the Metro L Line Eastside Extension Phase 2 Project to extend accessibility and connectivity to both the east and south of the community.

- Policy 1.2: Transit Connections. Explore the feasibility of adding a transit stop within East Los Angeles that better connects the community to the Los Angeles County and USC Medical Center in the neighboring City of Los Angeles.
- Policy 1.3: Explore Future TOD Planning. Explore opportunities to advance future TODs at any planned transit stations as part of the Metro L Line Eastside Extension Phase 2 Project. A new TOD Specific Plan would include any future stations within East Los Angeles and the East Los Angeles 3rd Street Specific Plan.

- Goal 3: Comprehensive Design. Design streets and sidewalks that meet the needs of pedestrians, bicyclists, transit users, and motorists.
  - Policy 3.2: Improve and maintain priority transit stops with amenities such as shelters, benches, trash cans, and bike parking, focusing first on improving stops in lower-income and low-car ownership areas.

# 3.3.4 City of Commerce

## 3.3.4.1 City of Commerce General Plan

The City of Commerce General Plan serves as the framework for future planning and development within the City of Commerce. The General Plan indicates the City's vision for the future with policies and plans designed to shape the physical environment of the community (City of Commerce 2008). The City of Commerce is currently in the process of updating its General Plan.

The General Plan includes the following policies that are applicable to the Build Alternative:

- Air Quality Element
  - Air Quality Policy 2.7: The City of Commerce will promote mass transit ridership through careful planning of routes, headways, origins and destinations, and types of vehicles.
- Transportation Element
  - Transportation Policy 1.6: The City of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.
  - Transportation Policy 3.10. The City of Commerce will continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.
  - Transportation Policy 6.1: The City of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.
  - Transportation Policy 6.2: Oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.

- Transportation Policy 6.3: Take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.

#### 3.3.4.2 City of Commerce Draft Transit Oriented Development and Displacement Avoidance Plan

The City of Commerce's Draft Transit Oriented Development and Displacement Avoidance Plan (2025) aims to improve the community's connectivity and accessibility to the proposed Commerce/Citadel station while protecting Commerce's residents and small businesses from displacement. Recommendations from the plan include pursuing Metro transit oriented communities funding; implementing walkability, connectivity, and accessibility strategies; and implementing housing, business, and land use strategies, such as accelerating affordable housing production.

### 3.3.5 City of Montebello

#### 3.3.5.1 City of Montebello General Plan

The Montebello General Plan establishes the goals, policies, and directions the City of Montebello will take to achieve the vision of the community and guide the future development of the city. An update to the Montebello General Plan was approved on April 10, 2024 (City of Montebello 2024a).

The General Plan, which refers to the Build Alternative by its former name of the Gold Line, includes the following policies that are applicable to the Build Alternative:

- Our Prosperous Community Element
  - Policy 2.3: Maximize future Light Rail Stop with TOD Planning
    - A2.3a: Capitalize on transit adjacency
- Our Accessible Community Element
  - Policy 4.2: Promote the use of public transit through high-quality local and regional transit services and facilities.
    - A4.2g: Partner with LA Metro as Gold Line alignment and planned Greenwood Station alternatives are studied to ensure that the final station siting and configuration (e.g., at grade or above grade) maximizes accessibility and minimizes negative effects on other modes and safety.
    - A4.2h: Improve connectivity within growth neighborhoods, areas of opportunity and for transit dependent populations to enhance access to local and regional transit services
  - Policy 4.3: Foster multimodal accessibility between transit services and destinations within the city.
    - A4.3a: Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station.

- Policy 4.7: Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multi-modal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in vehicle miles traveled (VMT).
  - A4.7a: Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improved signage, striping, and signage to increase visibility for all roadway users.
  - A4.7d: As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes.

- Our Healthy Community
  - Policy 5.2: Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.

### 3.3.5.2 City of Montebello Economic Prosperity Action Plan

The City of Montebello Economic Prosperity Action Plan (July 2024 – July 2027) is a policy document that focuses on four key areas of action to implement over three years: catalytic development opportunities, public infrastructure investments, placemaking initiatives, and business/entrepreneur/workforce support (City of Montebello 2024b). Catalytic development opportunities are larger-scale development opportunities that often center around public/private partnerships and require collaboration between developers, non-profits, and other community stakeholders. Public infrastructure investment can lead to beneficial economic outcomes, especially when it leverages multi-sector resources, incorporates local workforce development, and integrates local businesses and stakeholders through procurement. Placemaking creates spaces and experiences where people can thrive and build social connections; placemaking initiatives must ensure cross-partner participation, be place-based, and elevate the arts and culture. Business, entrepreneur, and workforce support can help coordinate the shared resources of these three sectors (e.g., funding, participants) to better implement development and growth strategies.

The Build Alternative is specifically called out as a key initiative in the plan with an opportunity to attract new investment for housing development along the transit corridor and provide for traffic calming options.

### 3.3.5.3 City of Montebello Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment

The City of Montebello Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment contains the City of Montebello's transportation study requirements for land use plan, land development, and transportation projects within the City. The guidelines outline how to prepare transportation studies in accordance with all applicable state and local regulations and provide criteria for when level of service (LOS) and VMT analyses are required.

### 3.3.5.4 City of Montebello Bicycle Master Plan

The City of Montebello Bicycle Master Plan establishes the City's comprehensive approach to promoting and enhancing bicycling for Montebello's residents, workers, and visitors. The Plan aims to improve connectivity to transit and strengthen active transportation within the city (City of Montebello 2024c).

### 3.3.5.5 City of Montebello Washington Corridor Transit Oriented Communities and Multimodal Connectivity Specific Plan

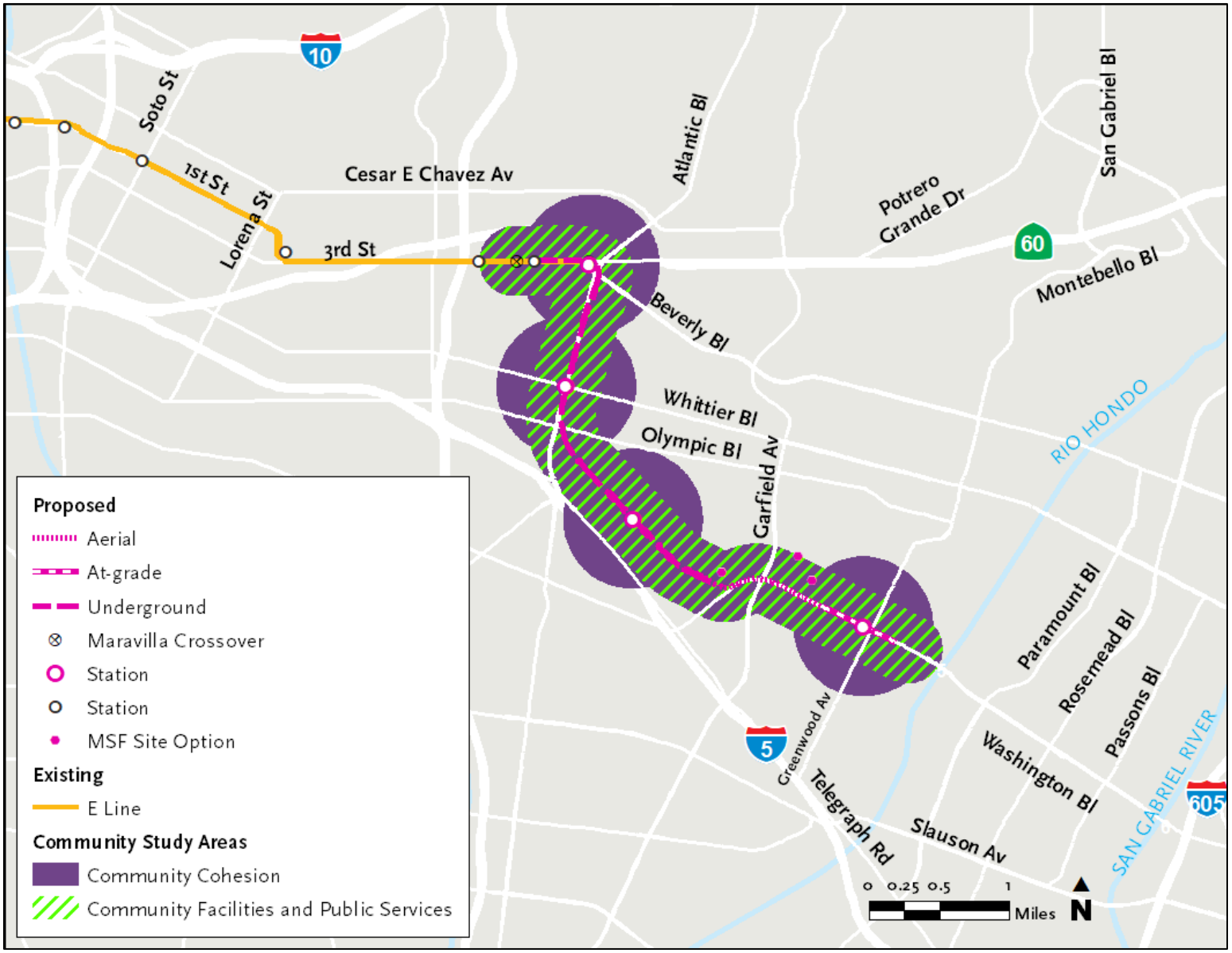
The City of Montebello is in the process of drafting the Washington Corridor Transit Oriented Communities and Multimodal Connectivity Specific Plan, which aims to enhance multimodal transportation access and address connectivity challenges and infrastructure gaps for the community surrounding the Washington Boulevard and Greenwood Avenue area and Washington corridor (Construction Bid Source 2025). The plan would support the City's efforts to prepare for the proposed Greenwood station at Washington Boulevard and Greenwood Avenue by ensuring access to employment centers, educational institutions, and essential services.

# 4.0 METHODOLOGY

## 4.1 Affected Environment

As described in **Section 2.1**, the Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline, primarily encompassing the Cities of Commerce and Montebello and East Angeles. The Study Area, as displayed in **Figure 2.1**, varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics under community impacts.

The CIA evaluates two specialized study areas that are specific to this analysis: the Community Cohesion Study Area (CC Study Area) and the Community Facilities and Public Services Study Area (CFPS Study Area). The CC Study Area encompasses an area within 0.5 mile of the proposed stations and within 0.25 mile of the Build Alternative alignment to evaluate impacts on neighborhood continuity, physical character, and access and mobility in the vicinity of the Build Alternative. The CFPS Study Area encompasses an area within 0.25 mile of the Build Alternative alignment to evaluate impacts on community facilities and public service structures in the immediate vicinity of the Build Alternative. **Figure 4.1** displays the CC Study Area and the CFPS Study Area.




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 4.1. Community Impacts Study Areas**

# 4.1.1 Community Cohesion

The analysis for Community Cohesion assesses neighborhood continuity, physical character, and access and mobility.

Regarding neighborhood continuity, the analysis evaluates impacts related to unplanned growth, residential and/or business displacement, and quality of life for communities in the CC Study Area. For existing demographic data, census tract data is reported for all the census tracts that intersect the CC Study Area. Existing demographic data for race and ethnicity, age, household characteristics, and major employers and industries, is based on data from the United States (US) Census Bureau from the 2018-2022 American Community Survey (ACS) 5-Year Estimates at the census block group level (US Census Bureau 2022). The ACS is an ongoing statistical survey that samples a small percentage of the population every year to provide estimates of various community characteristics. Data for existing local planning priorities of the CC Study Area are evaluated at the jurisdictional level based on information from the general plans for the Cities of Commerce and Montebello and the Metro Area Plan for East Los Angeles. The activity centers within the CC Study Area are based on data sourced from the Los Angeles Enterprise Geographic Information Systems (GIS) portal, including data for courthouses, government offices, shopping centers, colleges and universities, hospitals and medical centers, recreation centers, community services, parks, and golf courses. Forecasted data, including population, households, and employment projections, is based on data from the SCAG at the transportation analysis zone (TAZ) level. SCAG forecasted demographic data is a component of the SCAG 2024 RTP. The RTP is cyclically updated every 4 years; the SCAG 2024 RTP is the most current version of the RTP. More information on the methodology for developing demographic forecasts can be found in the SCAG 2024 RTP Demographics and Growth Forecast Technical Report (SCAG 2024b). Forecasted demographic data for the Cities of Commerce and Montebello, East Los Angeles, Los Angeles County as a whole, and the SCAG 6-county area are provided for regional context.

Regarding physical character, the analysis evaluates impacts related to incompatible land use, visual changes, division of communities, and the acquisition/separation of community facilities within the CC Study Area. The characterization of the CC Study Area's physical character is based on a thorough review of local general plans, land use and zoning maps, site visits, a desktop aerial survey of each community, and observations made during site visit reconnaissance. More information on the methodology for characterizing land uses and the community visual characteristics in the CC Study Area is provided in Section 3.11, Land Use and Development, and Section 3.8, Visual Resources, of the EA, respectively.

Regarding access and mobility, the analysis evaluates impacts related to loss of access, impairment of mobility, and disruption of circulation patterns for communities within the CC Study Area. Data on the existing transit network within the CC Study Area, including operator, type, service area, hours of operation, and current ridership were obtained from individual transit providers. Data on the existing transportation network were obtained for the base year, including roadway infrastructure and travel performance measures. More information on the methodology for characterizing mobility and access in the Southern California region is provided in **Appendix O**, Transportation Impacts Report.

### 4.1.2 Community Facilities and Public Services

Regarding community facilities and public services, the analysis evaluates impacts to public community facilities and public service structures in the CFPS Study Area. Community facilities and public services in this Study Area were identified from sources including planning documents, a desktop analysis of aerial maps and satellite imagery, and site reconnaissance. Parklands were identified into two categories: parks and corridor recreation. Parks include recreational centers and athletic facilities. Corridor recreation includes off-road or barrier-separated bike trails and pedestrian/hiking/multi-use trails. Other community facilities include fire stations, policies stations, and emergency services (e.g., hospitals and clinics); 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). During the scoping process, stakeholders identified a number of key locations near the Build Alternative that play an important role in shaping and defining the community. These resources include places that serve as neighborhood focal points and contribute to community character, health, and identity. Site reconnaissance was performed to supplement the list of identified community resources included in this CIA.

## 4.2 Impact Evaluation

The impact evaluation for this CIA addresses the following topics:

- Community Cohesion (including adverse effects on neighborhood continuity, physical character, and access and mobility).
- Community Facilities and Public Services (including effects on parks, corridor recreation, and other community facilities).

The impact analysis evaluates long-term and short-term construction impacts of the No Build Alternative and the Build Alternative. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the sites; otherwise, the impact analysis of the MSF applies to all MSF sites. If the Build Alternative would result in adverse effects, the CIA identifies measures to avoid or minimize project-related effects, which are additionally carried forward and included in the EA.

### 4.2.1 Community Cohesion Impacts

Analysis of impacts to Community Cohesion assess the following: (1) Neighborhood Continuity; (2) Physical Character; and (3) Access and Mobility.

Adverse effects on neighborhood continuity would occur if the Build Alternative would: (1) cause long-time residents to move out of their communities or cause the relocation or displacement of local businesses, thereby altering the social cohesion or stability of the community; (2) induce substantial unplanned population and employment growth in an area, either by proposing new homes and businesses or extending roads or other infrastructure; (3) displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; (4) result in a degradation of the existing quality of life; or (5) increase urbanization or isolation.

Adverse effects on physical character would occur if the Build Alternative would: (1) acquire and displace residences or community assets in such a way that would result in the separation of a residential neighborhood or community assets from its community; (2) physically divide an established community or alter neighborhood community boundaries; (3) change the visual character of the community; (4) create physical barriers in a community; or (5) introduce elements that are incompatible with the existing land uses.

Adverse effects on access and mobility would occur if the Build Alternative would: (1) impact public access within communities and neighborhoods; (2) impact the mobility between communities and neighborhoods; (3) reduce service or impact access to important community facilities and neighborhood areas (e.g., business clusters, community resources); (4) disrupt existing circulation patterns; or (5) result in a loss or change in access to local businesses, including loss of parking.

### 4.2.2 Community Facilities and Public Services Impacts

Analysis of impacts to community facilities and public services assess the following: (1) parks; (2) corridor recreation; and (3) other community facilities.

Adverse effects on community facilities and public services would occur if the Build Alternative elements (e.g., stations, parking facilities, TPSS sites and/or the MSF) would result in impacts to a park, corridor recreation, or other community facility including through physical acquisition, displacement, visual alteration, or relocation of parkland, corridor recreation, or a community facility. Impacts to parks, corridor recreation, and community facilities would occur if such properties were directly adjacent to the Build Alternative; or if the Build Alternative would result in the increased use of a park, corridor recreation, or community facility that would require additional staff or facility expansion or an increased use to the point of physical deterioration, adversely impairing the intended use of the park or community facility.

# 5.0 PUBLIC OUTREACH PROCESS

The following section presents the history of the public outreach process for the Build Alternative. Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach meetings for the Alternatives Analysis (AA) phase of the Project that was initiated in 2007 and continuing through the present time. Outreach efforts include involving a wide array of stakeholders, who have been identified throughout the duration of the Project. This includes, but is not limited to:

- Local, county, state and federal elected officials and tribal governments
- Neighborhood councils, associations and community Councils
- Business and Labor Associations
- Retail and entertainment centers/destinations
- Education, cultural, religious and health care institutions along the existing and proposed alignment
- Transit advocacy and environmental groups
- Public agencies/officials
- Municipal transit operators
- Interested members of the public
- Other community groups and organizations
- Other employment centers
- Businesses and residences located along the alignment

## 5.1 2009 Alternatives Analysis

In 2007, Metro initiated the AA phase of the Project. Public participation during this phase supported the refinement of the alternatives. A 30-day public comment period was held from November 1 through November 30, 2007. A total of five early scoping meetings (four community meetings and one agency meeting) were held between November 8 and 15, 2007. At the early scoping meetings held in 2007, there were a total of 224 attendees and a total of 159 comments were received during the comment period. Participants commented on Light Rail Technology as the preferred mode of transit, the Project's proximity to downtown Los Angeles as a reason for considering public transit, and the problem of increasing congestion. In addition to early scoping meetings, 12 additional public meetings were held post-AA preparation and pre-Draft EIS/EIR scoping which involved over 550 stakeholders.

## 5.2 2014 Draft EIS/EIR

The 2010 scoping period during the preparation for the Draft EIS/EIR began with the publication of the Notice of Preparation/Notice of Intent on January 25, 2010, and continued through April 14, 2010. During the 80-day scoping period, Metro hosted a total of five scoping meetings, four public meetings and one agency meeting attended by more than 300 people. Metro also participated upon request in

various city and stakeholder events to enhance the outreach effort and increase awareness during the scoping period. A total of 527 oral and/or written public comments were received from both agencies and the public. The comments that were received during the scoping period demonstrated substantial support for each of the two LRT alternatives: the SR-60 Alternative and the Washington Boulevard Alternative. Common themes included the importance of transit connectivity, service to colleges and universities, providing service to underserved areas, concerns regarding environmental and engineering challenges along the two alternative alignments, and potential economic opportunities for the cities along the corridors. Extended outreach was conducted at community meetings with local libraries, city officials, elected offices, schools, libraries, academic institutions, and community groups, such as Volunteers of East Los Angeles.

In compliance with CEQA/NEPA, a notice of availability (NOA) was released to notify the public regarding the availability of the 2014 Draft EIS/EIR for public review and comment. A 60-day public review period began on August 22, 2014, and ended on October 21, 2014. During this time, four meetings were held with a total of 528 participants, including 120 speakers providing public input and 148 participants providing written comments. Metro received an extensive volume and scope of comments during the public review period. As a result, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders. Public hearing comments substantiated the Metro Board's direction in 2014 to pursue the following evaluations:

- Continue studying the North Side Design Variation (NSDV) as part of the SR-60 Alternative and address comments received from cooperating agencies.
- Eliminate the Garfield Avenue aerial segment between Via Campo and Whittier Boulevard and identify a new north-south connection from the existing Metro Gold Line Eastside Extension to the proposed alignment on Washington Boulevard.
- Explore the feasibility of operating both LRT alternatives.
- Conduct subsurface investigation along the western portion of the NSDV guideway alignment to initiate characterization of soil conditions, per the request by the United States Environmental Protection Agency (USEPA).

As a result, the Board deferred the selection of an LPA and determined that additional technical investigation would be needed to address major areas of concern.

## 5.3 2017 Post Draft EIS/EIR Technical Study

Metro Board directed staff to proceed with further study and refinement of the Build Alternatives concepts related to the 2014 Draft EIS/EIR. These concepts were developed and evaluated as part of the May 2017 Post Draft EIS/EIR Technical Study. The technical scope of work included completing additional technical studies and supporting public outreach activities over an eighteen-month period to respond to the Metro Board motion. Work on the Technical Study began in August 2015 with a series of community meetings and public outreach activities completed over an eighteen-month period. The purpose of the community and public outreach activities was to provide stakeholders with project status updates, gather feedback on the route concept development process, and continue engaging and seeking feedback on overall community engagement efforts. During this time, Metro hosted 10

community meetings, held a total of 110 briefings throughout the communities surrounding the Project, and hosted 2 tours of Metro facilities and construction sites.

Engagement efforts focused not only on general Project awareness, but also toward engaging stakeholders including the Washington Boulevard Coalition and SR-60 Coalition, as well as the East Los Angeles community. Community feedback gathered from these meetings included overwhelming support for the Project and its alternatives, interest in connecting communities and improving access to employment centers and Metro's transit system, concerns regarding construction impacts to businesses, interest in economic development opportunities along the corridor and an emphasis on station accessibility and safety. In February 2017, Metro hosted five public community meetings in the Cities of Whittier, Montebello, South El Monte, Commerce, and the unincorporated community of East Los Angeles to update the community and receive input on the 2017 Post Draft EIS/EIR Technical Study. Of 235 respondents surveyed at the February 2017 community meetings, 63 percent of participants agreed that an underground configuration beneath Atlantic Boulevard had sufficient merit to be recommended as the new Washington Boulevard Alternative. Additionally, 50 percent of participants expressed interest in studying the Combined Alternative in the next phase of work.

## 5.4 2019 Scoping Meetings

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles that was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public. Major themes captured at the meeting were station/station parking, alignment, safety, traffic/circulation impacts, in addition to property impacts. The community expressed a mixture of support and opposition for the SR-60 Alternative and support for the Washington Alternative with an underground alignment from Atlantic Boulevard to Garfield Avenue.

The FTA published an NOI in the Federal Register pursuant to NEPA and Metro issued an NOP pursuant to CEQA. During the 45-day scope period, Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. A total of 573 participants attended the six scoping meetings. Major themes expressed by stakeholders included opposition to the SR-60 Alternative alignment, support for the Washington Boulevard Alternative from the City of Whitter and business groups and employers, and concern expressed over the lack of providing an underground configuration in lower-income areas of Los Angeles County.

## 5.5 2020 Metro Board Report – Attachment A, State Route 60 and Combined Alternatives Issues and Constraints Report

In anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation, Metro held three community meetings in February 2020 to provide a comprehensive Project update and answer questions related to updates to the Alternatives withdrawn from further consideration. The meetings were attended by 234 participants and generated 76 questions/comments and five letters. A substantial number of comments focused upon understanding transit service opportunities in the SR-60 corridor if the SR-60 Alternative was withdrawn from consideration for further evaluation, and requests for streamlining the construction and delivery of the Project. Questions were raised about operation of the Project, including hours, speeds, and location of the alignment configurations, as well as questions related to how the Washington Boulevard Alternative would impact traffic.

## 5.6 2021 Outreach Meetings

Metro hosted another round of update meetings in November 2021 to provide a Project update, share information on the ongoing station design efforts, and provide an opportunity to ask questions. Because of the COVID-19 Pandemic, Metro held these meetings virtually over Zoom. The Project also utilized a variety of forums and platforms, including public meetings, community workshops, Technical Advisory Committee (TAC) meetings, information booths at community events, and social media (Facebook, Instagram, Twitter, NextDoor, and YouTube). To support communities with technical limitations during the COVID-19 pandemic, an outdoor set-up was implemented via Tech Booth for all community meetings. During the meetings, fact sheets and other relevant information were provided within the meeting chat.

During the November 2021 community meetings, Metro received a request to meet with businesses in East Los Angeles in the unincorporated area of Los Angeles County to provide a Project update and answer questions. Metro participated in a meeting that was hosted and coordinated by the East Los Angeles Chamber of Commerce, Whittier Merchants Association, and Via Care on January 27, 2022. Metro met with the businesses again on March 2, 2022, ahead of the community meetings.

In March 2022, Metro hosted four virtual informational meetings to provide Project updates focused on specific communities and cities to share information on the ongoing station design efforts and provide stakeholders the opportunity to ask questions. Information was also provided at the meetings to inform the public of the expected date when the Recirculated Draft EIR would be released to the public.

# 5.7 Recirculated Draft EIR and Final EIR

The Recirculated Draft EIR was made available for public review for a 60-day comment period, starting on Thursday, June 30, 2022, and concluding on Monday, August 29, 2022. The Recirculated Draft EIR, along with other Project information, was available for review and download online at the Los Angeles County Metropolitan Transportation Authority website at https://www.metro.net/projects/eastside_phase2/. Electronic copies of the document were made available upon written request to Metro and mailed to recipients for the cost of materials and shipping. Hard copies of the Recirculated Draft EIR (and electronic copies of the supporting technical reports) were made available for public review at the Metro headquarters and five libraries located in unincorporated communities and cities along the alignment. The Draft EIR was also posted on CEQAnet by the State Clearinghouse.

A variety of notification and informational tools were used to inform the agencies, stakeholders, and the community of the availability of the Recirculated Draft EIR, exceeding minimum CEQA requirements. This included distribution of an NOA to agencies, organizations, elected officials, and other interested parties, as well as publication of a newspaper notice in the Los Angeles Times, La Opinion (Spanish), Whittier Daily News, and Eastside Sun. Additionally, a public mailer was distributed with information on the release of the Recirculated Draft EIR, a description of how to access the document and provide comments, details on the community information sessions and public hearings, and information on a new virtual interactive tool. The mailer was sent to property owners and tenants within a 0.5-mile radius of the Build Alternative alignment and stations, in addition to database contacts that did not have email addresses for sending an electronic version.

Additional outreach/notification included Facebook events to advertise the public hearings, text messages, banners at several locations near the alignment, distribution of flyers and lawn signs for display to local cities, public institutions, and organizations, a toolkit to stakeholders for spreading the information to the community, slides provided to cities for posting on their cable channel, and posting on Metro's website and news blog. Additionally, several media agencies, organizations and cities published their own related announcements or articles.

In total, 301 comment submissions that equaled approximately 900 individual comments were received on the Draft EIR from a range of interested parties, including residents, businesses, organizations and state, regional, and local agencies. Comments were received via the project website, email, U.S. mail, telephone (submitted via voicemail), and written and oral comments provided at public hearings or other public settings. Responses to all comments received during the Recirculated Draft EIR public review period were published as part of the Final EIR that was certified at a public hearing in May 2024.

# 5.8 On-going Outreach Efforts

As part of the NEPA process, Metro is conducting up to three rounds of additional public outreach meetings to inform the public about the on-going status of the Project and the NEPA process. The meetings are both in-person and virtual to maximize the potential engagement from the public. The information provided at these meetings includes an overview of the Final EIR certification, work conducted to date, information on the NEPA process, a questions and answers session, and discussion of next steps. Each round of meetings includes three in-person meetings in the corridor jurisdictions of East Los Angeles, Commerce, and Montebello and one virtual meeting. The first round of these meetings was held in January and February 2025. **Section 6.1.1.1.3** identifies some of the public input that was received at meetings held in each community.

# 6.0 AFFECTED ENVIRONMENT

## 6.1 Community Cohesion

The following section summarizes the affected environment for community cohesion, including (1) neighborhood continuity; (2) physical character, and (3) access and mobility. The CC Study Area encompasses areas within 0.5 mile of the proposed stations and within 0.25 mile of the Build Alternative alignment. Neighborhood continuity is defined by the population, household, employment, and local planning priorities that collectively portray the existing conditions of the populations within the CC Study Area.

- Population characteristics include the total population and age statistics, which are included to indicate age demographics that may benefit from access to public transportation.
- Household characteristics include households with zero cars, households below the property level, owner versus renter occupation, households with residence of 5 years or more, and median household income. These factors are included to indicate housing stability and transit reliance of households in the CC Study Area.
- Employment characteristics include the population of the labor force, major employers and industries, and major activity centers in the CC Study Area. These factors are included to display the major economic drivers of the CC Study Area.
- Local planning priorities are defined as outcomes a community prioritizes to improve quality of life for residents. These factors are included because they are considered important to a community's identity and character.

Existing conditions are compared to forecasted conditions to show population, households, and employment growth trends in the CC Study Area. Analysis of these neighborhood continuity factors indicates that the CC Study Area contains populations that would likely benefit from access to public transit.

Physical character is defined by the land uses, infrastructure, topography, and built environment that comprise the CC Study Area. These factors are included to characterize the physical conditions of the CC Study Area, including physical limitations, such as auto-oriented streets and poor pedestrian infrastructure. Analysis of these conditions indicates that the CC Study Area is mainly comprised of auto-oriented, suburban style of development.

Access and mobility is defined by the existing roadway circulation system, including major freeways and arterial streets, the public transportation network, and alternative transportation network (i.e. bike routes) within the CC Study Area. These factors are included to characterize the existing circulation patterns within and between communities, including existing physical divisions which may hinder access and mobility. Analysis of these conditions indicates that the CC Study Area is highly auto-oriented and lacks well-connected pedestrian and bicycle infrastructure.

# 6.1.1 Neighborhood Continuity

This section describes the current and forecasted demographic data of the communities within the CC Study Area.

For demographic data of existing conditions, census tract-level data from the U.S. Census Bureau is used to describe the communities within the CC Study Area. For forecasted conditions, TAZ-level data from the SCAG 2024 RTP is used to describe the communities within the CC Study Area. Data for forecasted conditions for the Cities of Commerce and Montebello, East Los Angeles, and Los Angeles County as a whole are provided for regional context.

## 6.1.1.1 Existing Conditions

### 6.1.1.1.1 Population Characteristics

As shown in **Table 6.1**, total population within the CC Study Area includes 89,546 persons living within 0.25 mile of the Build Alternative alignment and 69,588 persons living within 0.5 mile of proposed stations. The CC Study Area is a well-populated, urbanized area.

**Table 6.1. Total Population of the Community Cohesion (CC) Study Area**

| Total Population | 0.25 mile of Alignment (Number) | 0.5 mile of Proposed Stations (Number) |
|---|---|---|
| Total Population | 89,546 | 69,588 |

Source: US Census Bureau 2022.

As shown in **Table 6.2,** approximately 64 percent of the existing population within all census tracts that encompass the CC Study Area is between the ages of 18 years and 64 years. The median age is approximately 35 years. Youth (under 18 years) and elderly (65 years and over) populations together comprise approximately 36 percent of the total population of the CC Study Area. Alternative transportation options support a high quality of life at all ages, especially for those who are too young to operate a vehicle or those who have lost the ability to drive due to age-related conditions. There are multiple schools and community centers servicing youth and senior populations along the Build Alternative alignment.

**Table 6.2. Age Ranges in the CC Study Area**

| Age | 0.25 mile of Alignment (Number) | 0.25 mile of Alignment (Percentage) | 0.5 mile of Proposed Stations (Number) | 0.5 mile of Proposed Stations (Percentage) |
|---|---|---|---|---|
| Under 18 years | 20,834 | 23.27% | 15,975 | 22.96% |
| 18-64 years | **56,805** | **63.44%** | **44,559** | **64.03%** |
| 65 years and over | 11,907 | 13.30% | 9,054 | 13.01% |
| Median Age | 35.05 | - | 34.85 | - |

Source: US Census Bureau 2022.

### 6.1.1.1.2 Household Characteristics

**Table 6.3** shows the household characteristics within all census tracts that encompass the CC Study Area. Approximately 10.2 percent and 10.6 percent of households within 0.25 mile of the Build Alternative alignment and 0.5 mile of the proposed stations, respectively, do not have private transportation available. Approximately 16.5 percent and 16.4 percent of households within 0.25 mile of the Build Alternative alignment and 0.5 mile of the proposed stations, respectively, are living below the poverty level. This data indicates that the population would benefit from access to public transportation.

Approximately 44.5 percent and 39.4 percent of households within 0.25 mile of the Build Alternative alignment and 0.5 mile of the proposed stations, respectively, are owner-occupied. In contrast, approximately 55.5 percent and 60.6 percent of households within 0.25 mile of the Build Alternative alignment and 0.5 mile of the proposed stations, respectively, are renter-occupied. Approximately 85.6 percent and 84.5 percent of households within 0.25 mile of the Build Alternative alignment and 0.5 mile of the proposed stations, respectively, have households who have maintained a residency of 5 years or more. This data indicates that, despite the relatively high percentage of renters versus owners, the CC Study Area has a high degree of residential stability. However, the median household income for the CC Study Area is lower than the Los Angeles County average, which is $83,411 (US Census Bureau 2022). This indicates that residents in the CC Study Area may be vulnerable to displacement due to economic growth and development.

**Table 6.3. Household Characteristics of the CC Study Area**

| Household Characteristics | 0.25 mile of Alignment (Number) | 0.25 mile of Alignment (Percentage) | 0.5 mile of Proposed Stations (Number) | 0.5 mile of Proposed Stations (Percentage) |
|---|---|---|---|---|
| Zero-car Households | 2,500 | 10.21% | 2,058 | 10.61% |
| Households Below the Poverty Level | 4,028 | 16.45% | 3,184 | 16.41% |
| Owner-Occupied | 10,886 | 44.47% | 7,646 | 39.41% |
| Renter-Occupied | 13,594 | 55.53% | 11,753 | 60.59% |
| Residence of 5 Years or More | 20,950 | 85.58% | 16,396 | 84.52% |
| Median Household Income | 68,101 | - | 67,857 | - |
| Total Households | 24,480 | - | 19,399 | - |

Source: US Census Bureau 2022.

### 6.1.1.1.3 Employment Characteristics

**Table 6.4** shows the total civilian employed population aged 16 years and over within all census tracts that encompass the CC Study Area. Data is also provided for the Cities of Commerce and Montebello, East Los Angeles, and Los Angeles County for regional comparison.

**Table 6.4. Employment Characteristics of the CC Study Area**

| Employment Characteristic | Los Angeles County | City of Commerce | City of Montebello | East Los Angeles | 0.25 mile of Alignment | 0.5 mile of Proposed Stations |
|---|---|---|---|---|---|---|
| Total Civilian Employed Population 16 Years and Over | 4,869,620 | 5,453 | 29,987 | 54,482 | 42,129 | 41,269 |

Source: US Census Bureau 2022.

## Major Employers and Industries

**Table 6.5** identifies employment percentages by economic sector within the CC Study Area. These percentages are 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. Retail trade; manufacturing; and arts, entertainment, and recreation and accommodation and food services are also prevalent in the CC Study Area and in the surrounding communities. For each of the analyzed geographies, except for the City of Commerce, agriculture, forestry, fishing and hunting, and mining represented the smallest industry sector in terms of employment. For the City of Commerce, information represented the smallest industry sector.

Historically, the City of Commerce has been the site of heavy industries. The City has been active in promoting the redevelopment of its industrial plants in response to increased competition from industries abroad. This includes the construction of new modern business parks to replace aging and obsolete industrial plants (City of Commerce 2008). In the City of Montebello, most residents work outside the city boundaries, with strong concentrations of residents employed in areas within 10 miles. Since 2008, Montebello's job growth has been driven by health care and social assistance and accommodation and food services industries (City of Montebello 2024a). In East Los Angeles, healthcare facilities near the Atlantic Metro rail station provide community-based job stability. The Los Angeles County Department of Regional Planning MAP anticipates that East Los Angeles will have a future land use demand for new office spaces to support job growth in the educational services, health care, and public administration industries (Los Angeles County 2024b).

**Table 6.5. Major Employers and Industries in the CC 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** | **21.4%** | **19.0%** | **22.7%** | **17.2%** | **19.9%** | **19.4%** |
| 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: US Census Bureau 2018-2022.

## Activity Centers

Activity centers are areas where clusters of economic, social, and civil activity occur, as well as key infrastructure assets. Activity centers were identified using the Los Angeles County Enterprise GIS portal. Activity centers in the CC Study Area are listed in **Table 6.6** and include community service facilities, court houses and other government offices, golf courses, hospitals and medical centers, parks and recreational facilities, and shopping centers. Eleven identified activity centers are in the CC Study Area, the majority of which are community facilities and other public facilities, including Belvedere Park Lake and East Los Angeles Civic Center and Library, Chet Holifield Park Community Center, and the Eastmont Community Center. The Citadel Outlets are identified as an important commercial facility.

**Table 6.6. Activity Centers the CC Study Area**

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

Source: Los Angeles County 2024b.

# 6.1.1.1.4 Local Planning Priorities

Information on the local planning priorities of the CC Study Area is in part based on a review of local general plans and past outreach efforts for the Cities of Commerce and Montebello and East Los Angeles. Therefore, the following assessment describes these places at the jurisdictional level.

## Unincorporated Los Angeles County Community of East Los Angeles

Currently, East Los Angeles is the most populous and centrally located of all the unincorporated Los Angeles County communities (Los Angeles County 2025). The community's identified needs in the Los Angeles County Department of Regional Planning MAP include clean air, more greenspace, accessibility, and reducing impacts from the freeways and industrial uses (Los Angeles County 2024b).

During a community update meeting for Phase 2 of the Eastside Transit Corridor in January of 2025 in East Los Angeles, members of the public expressed support for an accelerated construction timeline of the Build Alternative Alignment. Suggestions for an additional station at Atlantic Boulevard/6th Street and starting the underground alignment west of the sheriff's department were made. Some concerns surrounding ADA compliance, business impacts, funding availability in East LA, safety, and traffic were raised. Community members highlighted interests in sidewalk preservation, business relocation/monetary support, and construction notices for property owners.

## City of Commerce

The City of Commerce is primarily comprised of industrial uses, with approximately 13,000 residents and over 60,000 persons working or patronizing businesses within the City everyday (City of Commerce 2008). According to the City's General Plan, published in 2008, some of the community's priorities for the City include the redevelopment of underutilized properties, improvement of access for businesses along Washington Boulevard, and reduction of health hazards associated with hazardous materials (City of Commerce 2008)

During a community update meeting for Phase 2 of the Eastside Transit Corridor in January of 2025 in Commerce, members of the public inquired about planned safety measures for the proposed Commerce Citadel Station, as well as design integrity during earthquakes. Concerns regarding construction, property acquisitions, noise, potential vibration damage, design integrity, and availability of federal funding were raised.

## City of Montebello

Approximately 63,000 people live in the City of Montebello, and population growth is expected to continue at a rate below projections for the greater Los Angeles County area. The City's General Plan acknowledges that future growth may be impacted by the Build Alternative, which may make the City a more attractive place to live for those who work along the existing Metro E Line corridor. In developing the City's General Plan, residents cited safety, economic development, and parks and recreation as the top three priorities to be addressed, as well as housing affordability and access to resources (City of Montebello 2024).

During a community update meeting for Phase 2 of the Eastside Transit Corridor in February of 2025 in Montbello, members of the public inquired about the rationale of the Build Alternative alignment along Washington Boulevard and for having the alignment at-grade instead of underground in Montebello. Community members also expressed interest in understanding impacts to green spaces, noise impacts, and First/Last mile outcomes. Concerns were raised regarding at-grade alignments in heavy-traffic areas, traffic congestion, reduced traffic lanes, and parking impacts. Safety and noise were also identified as a concern, as well as potential reduction in jobs and sales tax revenue from construction of the MSF. Some

community members expressed support for an expedited construction schedule of the Build Alternative Alignment.

# 6.1.1.2 Forecasted Conditions

## 6.1.1.2.1 Population

Projected population estimates and associated density per square mile for years 2025 and 2050 are shown in **Table 6.7** for the CC Study Area. The Cities of Commerce and Montebello, East Los Angeles, all of Los Angeles County, and the SCAG 6-county area are provided for comparison. The population within the CC Study Area is predicted to decrease between 2025 and 2050. This is largely driven by the declining population projections for the East Los Angeles area. By comparison, the Cities of Commerce and Montebello are anticipated to experience low to moderate population growth. Los Angeles County and the SCAG 6-County region are anticipated to have the highest growth rates, indicating that population growth is largely occurring outside of the CC Study Area.

**Table 6.7. Forecasted Population in the CC Study Area**

| Area | Population 2025 | Population 2050 | Population Percent Growth | Population Density Per Square Mile 2025 | Population Density Per Square Mile 2050 | Population Density Percent Growth |
|---|---|---|---|---|---|---|
| 0.25 mile of Alignment | 50,847 | 49,867 | -1.93% | 20,476.35 | 20,081.70 | -1.93% |
| 0.5 mile of Proposed Stations | 57,629 | 56,998 | -1.09% | 18,568.51 | 18,365.20 | -1.09% |
| Commerce | 17,395 | 17,494 | 0.57% | 2,655.67 | 2,670.78 | 0.57% |
| Montebello | 69,710 | 71,925 | 3.18% | 8,334.10 | 8,598.91 | 3.18% |
| East Los Angeles | 145,792 | 140,715 | -3.48% | 19,574.82 | 18,893.15 | -3.48% |
| Los Angeles County | 10,057,369 | 10,799,700 | 7.38% | 2,497.29 | 2,681.61 | 7.38% |
| SCAG 6-County Area | 19,078,667 | 20,908,782 | 9.59% | 495.07 | 542.56 | 9.59% |

Source: SCAG 2024b.

## 6.1.1.2.2 Households

Section 3.11 of the EA describes the existing land uses within the CC Study Area. The majority of single- and multi-family residential land uses are located in East Los Angeles and the City of Montebello. Inhabitance of single-family units by multiple families may be common in some areas. **Table 6.8** shows the projected estimated number of households and associated density per square mile within the CC Study Area in the years 2025 and 2050. The Cities of Commerce and Montebello, East Los Angeles, all of Los Angeles County, and the SCAG 6-county area are provided for comparison. In contrast to forecasted population decreases, the CC Study Area is predicted to experience moderate household growth between 2025 and 2050. These inconsistencies between household and population growth may indicate a redistribution of growth throughout the SCAG region or outward migration patterns.

**Table 6.8. Forecasted Households in the CC Study Area**

| Area | Households 2025 | Households 2050 | Households Percent Growth | Household Density Per Square Mile 2025 | Household Density Per Square Mile 2050 | Household Density Percent Growth |
|---|---|---|---|---|---|---|
| 0.25 mile of Alignment | 14,947 | 15,505 | 3.73% | 6,019.24 | 6,243.95 | 3.73% |
| 0.5 mile of Proposed Stations | 17,182 | 18,064 | 5.13% | 5,536.17 | 5,820.36 | 5.13% |
| Commerce | 5,063 | 5,294 | 4.56% | 772.96 | 808.23 | 4.56% |
| Montebello | 22,223 | 24,046 | 8.20% | 2,656.85 | 2,874.79 | 8.20% |
| East Los Angeles | 42,221 | 43,261 | 2.46% | 5,668.82 | 5,808.46 | 2.46% |
| Los Angeles County | 3,605,352 | 4,157,223 | 15.31% | 895.22 | 1,032.26 | 15.31% |
| SCAG 6-County Area | 6,641,677 | 7,813,909 | 17.65% | 172.34 | 202.76 | 17.65% |

Source: SCAG 2024b.

## 6.1.1.2.3 Employment

The projected estimated employment and associated density per square mile in the year 2025 and 2050 within the CC Study Area are shown in **Table 6.9**. The Cities of Commerce and Montebello, East Los Angeles, all of Los Angeles County, and the SCAG 6-county area are provided for comparison. The CC Study Area is estimated to have similar levels of residents and jobs, indicating that the population is well supported by employment opportunities (see **Table 6.7** for population estimates). In contrast, the City of Commerce has far more jobs than residents because it functions primarily as an employment center. In comparison, the City of Montebello has very few jobs compared to the number of residents. This suggests a high level of commuter travel within the CC Study Area.

**Table 6.9. Forecasted Employment in the CC Study Area**

| Area | Employment 2025 | Employment 2050 | Employment Percent Growth | Employment Density Per Square Mile 2025 | Employment Density Per Square Mile 2050 | Employment Density Percent Growth |
|---|---|---|---|---|---|---|
| 0.25 mile of Alignment | 50,199 | 51,023 | 1.64% | 20,215.40 | 20,547.23 | 1.64% |
| 0.5 mile of Proposed Stations | 58,751 | 59,699 | 1.61% | 18,930.03 | 19,235.48 | 1.61% |
| Commerce | 62,079 | 63,442 | 2.20% | 9,477.51 | 9,685.60 | 2.20% |
| Montebello | 36,133 | 37,344 | 3.35% | 4,319.84 | 4,464.62 | 3.35% |
| East Los Angeles | 72,166 | 74,871 | 3.75% | 9,689.40 | 10,052.58 | 3.75% |
| Los Angeles County | 5,097,096 | 5,462,054 | 7.16% | 1,265.63 | 1,356.25 | 7.16% |
| SCAG 6-County Area | 9,221,080 | 10,276,319 | 11.44% | 239.28 | 266.66 | 11.44% |

Source: SCAG 2024b.

#### 6.1.1.3 Growth Trends and Issues

The communities within the CC Study Area are established communities that generally have experienced relative stability. As demonstrated in **Table 6.7**, **Table 6.8**, and **Table 6.9**, the CC 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 SCAG 6-county area. These forecasts of population, households, and employment indicate that the primary areas of growth for the SCAG 6-county area would be anticipated to be outside of the CC Study Area. CC

### 6.1.2 Physical Character

The CC 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 CC Study Area are generally located in East Los Angeles. Business and industrial parks are concentrated in the City of Commerce. Commercial uses in the CC Study Area range from neighborhood/main street retail to large regional malls and shopping centers. 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. More information on the land uses in the CC Study Area is provided in Section 3.11 of the EA.

The immediate vicinity of the Build Alternative was subdivided into a series of landscape units to describe the physical character of different areas of the Build Alternative alignment. The descriptions of the landscape units are based on observational site visits to the discussed locations and are also discussed in Section 3.8 of the EA. The local visual setting is divided into four distinct Landscape Units with particular viewsheds or transitions in land use.

Landscape Unit 1 – 3rd Street, East Los Angeles – begins at the intersection of 3rd Street and Arizona Avenue, then continues east, and ends at the intersection of Atlantic Boulevard and Pomona Boulevard. This landscape unit is along the Build Alternative alignment and is entirely within East Los Angeles. Landscape Unit 1 is characterized as an auto-oriented commercial corridor, with the Metro E Line alignment traversing within the median of 3rd Street. Multiple public facilities front 3rd Street, including Belvedere Park Lake, the Griffith STEAM Magnet Middle School, the East Los Angeles Civic Center, as well as health facilities, residences, restaurants, and retail/commercial businesses. Buildings along 3rd Street generally range between one-and two-stories with surface parking lots and include multi-family housing and commercial strip malls. Above ground, the physical character of 3rd Street is defined by palm trees, utility poles and streetlights, the overhead catenary system to power the Metro E Line trains, Metro station canopies and artwork, commercial billboards, and other commercial signage. Landscape Unit 1 contains well maintained streets and sidewalks; however, there is a lack of overhead shading, long distances between crosswalks, and lack of bike lanes.

Landscape Unit 2 – Atlantic Boulevard, East Los Angeles – is entirely within East Los Angeles. Landscape Unit 2 follows the Build Alternative alignment beginning at the intersection of Pomona Boulevard and Atlantic Boulevard and ending at the intersection of Goodrich Boulevard and Union Pacific Avenue. Landscape Unit 2 is primarily an auto-oriented commercial corridor surrounded by residences, some

mixed-use development, public facilities, and schools. Buildings along Atlantic Boulevard generally range between one- and two-stories with surface parking lots. Prominent resources along this corridor include the St. Alphonsus Catholic Church and the former Golden Gate Theater (repurposed as a CVS Pharmacy). Landscape Unit 2 also contains residences that are eligible for the National Register of Historic Places at the local significance level (see Section 3.5 of the EA and **Appendix K**). Similar to Landscape Unit 1, the above-ground physical character of Landscape Unit 2 is defined by trees within the sidewalk, utility poles and streetlights, commercial billboards, and other commercial signage. Atlantic Avenue contains multiple bus stops with overhead bus shelters and shorter blocks than Landscape Unit 1.

Landscape Unit 3 – Smithway Street, Commerce – is along the Build Alternative alignment and is entirely within the City of Commerce, beginning at the intersection of Goodrich Boulevard and Union Pacific Avenue and ending at the Southern California Edison (SCE) utility and BNSF ROW. Landscape Unit 3 is generally characterized as industrial except for the Citadel Outlets. The Citadel Outlets is the most dominant feature within Landscape Unit 3, with a façade commemorating ancient Sumerian, Akkadian, and Babylonian cultures and featuring prominent electronic signage. Due to its industrial character, Smithway Street is auto-oriented and features haul truck traffic to and from warehouses. Buildings along Smithway Street generally range between one- and two-story warehouses with surface parking lots and street parking. The above-ground physical character of Landscape Unit 3 features street trees, overhead utility poles, and streetlights.

Landscape Unit 4 – Washington Boulevard, Montebello, is located within the City of Montebello from Saybrook Avenue to 5th Street in Montebello. Landscape Unit 4 is highly concentrated with automobiles and truck traffic, includes multiple bus stops, and has low volumes of pedestrians or cyclists. The most dominant visual features of this landscape unit consist of large warehouses, railroad crossings, and several billboards. Most warehouses that face Washington Boulevard are uniform in size, shape, and color, and many contain surface parking lots. The Pacific Metals Company/Rolled Steel Products building is the only historic/visual resource within this landscape unit. The union headquarters for Bakers Local 37 is a notable feature in this community. As with the surrounding area along Washington Boulevard, the area around the MSF is generally built-out with industrial uses. The above-ground physical character of Landscape Unit 4 is defined by utility poles, streetlights, and commercial signage.

Information on the physical character of the CC Study Area described below is in part 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.

#### 6.1.2.1 Unincorporated Los Angeles County Community of East Los Angeles

East Los Angeles is 7.5 square miles and approximately 4 miles east of downtown Los Angeles. It borders the City of Los Angeles neighborhoods of El Sereno and Boyle Heights to the north and west, the Cities of Monterey Park and Montebello to the east, and the City of Commerce to the south. East Los Angeles includes several smaller neighborhoods of Belvedere, City Terrace, Eastmont, Maravilla, Palma Heights, Observation Heights, the Whittier Shopping District, and Wellington Heights (Eric Brightwell 2010). The majority of East Los Angeles is residential in character, with most housing characterized as low- to medium-density. The majority of the housing stock in East Los Angeles (86 percent) was built before 1970 (Los Angeles County 2024b). Commercial development is generally confined to major vehicular corridors, such as Whittier Boulevard, 3rd Street, Cesar E Chavez Avenue, Olympic Boulevard, and

Atlantic Boulevard. East Los Angeles is divided by four major highways—SR-60 Pomona Freeway (SR-60), I-5 Santa Ana Freeway (I-5), I-10 San Gabriel Freeway (I-10), and I-710 Long Beach Freeway (I-710). East Los Angeles has managed to retain community cohesion in many of its single-family neighborhoods despite being divided by these major freeways (Los Angeles County 1988). Historic Section 4(f) resources within the community include the Golden Gate Theater, Griffith STEAM Magnet Middle School, and the National Chicano Moratorium March site (refer to Chapter 4.0 of the EA and **Appendix N**).

### 6.1.2.2 City of Commerce

The City of Commerce is 6.5 square miles and has access to I-5 and I-710. The City of Commerce is bordered by East Los Angeles to the north, the City of Montebello to the east, the Cities of Downey and Bell Gardens to the south, and the City of Vernon to the west. The City is divided into several neighborhoods: (1) Bandini-Rosini, which is almost entirely residential; (2) Rosewood, which contains lower-density residential development; (3) Northwest, which contains a significant number of substandard and overcrowded housing units; (4) Southeast, which is predominantly residential but contains a mix of commercial, public facilities, parkland, and industrial uses; (5) Ferguson, which is predominantly residential with some industrial uses; (6) West Commerce, which is mostly designated for industrial and transportation uses; (7) Atlantic/Washington, which covers the predominantly commercial/light industrial district along Atlantic Avenue and Washington Boulevard; (8) Commerce Park, which is almost entirely industrial; and (9) Town Center, which supports both commercial and industrial uses.

The City's physical character has been largely shaped by its numerous historic quarries; City officials continue to address how these areas will be utilized. The industrial areas of the City are developed with warehouses, light and heavy manufacturing facilities, freight yards, and other industrial uses. The frontage of the Citadel Outlets and Commerce Casino and Hotel are visual landmarks from I-5 and Telegraph Road. Historic Section 4(f) resources within the City include the 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 (refer to Chapter 4.0 of the EA and **Appendix N**). Single-family neighborhoods are bounded by I-5 to the east, Union Pacific Railroad ROW to the north, I-710 to the west, and Washington Boulevard to the south (City of Commerce 2008). Commerce is unique in that land uses mainly consist of industrial/commercial in the northeast, with nearly 99 percent of the City's residents residing in the five residential neighborhoods separated from the industrial areas by commercial districts or major roadways. While industry accounts for more than 70 percent of the City's total land area, most of the City's residential neighborhoods were established well before incorporation. The potential for adverse land use conflicts between residential and industrial uses has been lessened through planning efforts that provided buffers between dissimilar uses.

### 6.1.2.3 City of Montebello

The City of Montebello is 8.3 square miles and is bounded by the Cities of Monterey Park and Rosemead to the north, the City of Commerce and unincorporated portions of Los Angeles County on the west, the Whittier Narrows Recreation area on the east, the City of Commerce on the southwest, and the City of Pico Rivera on the southeast. The City of Montebello is served by the I-5 and SR-60 and the street network is mostly oriented in a grid pattern. The Union Pacific Railway ROW divides Montebello into two north and south sections. A majority of the City's commercial development, open spaces, and residential neighborhoods are concentrated in the northern area. Industrial development is

concentrated in the southern area, in addition to some residential neighborhoods. Historic Section 4(f) resources within the City include Greenwood Elementary School, the South Montebello Irrigation District building, and the William and Florence Kelly House (refer to Chapter 4.0 of the EA and **Appendix N**).

In general, residential development consists largely of modest, single-family suburban houses. Commercial development is generally confined to the City's major vehicular corridors. Public and private institutional spaces are located throughout the community. A lesser number of low-density multi-family dwellings are situated along major arterial streets. The majority of Montebello's housing stock was constructed between the 1940s and 1970s. (City of Montebello 2024).

### 6.1.3 Access and Mobility

As discussed in **Section 6.1.2**, several major freeways and multiple arterial streets pass through the CC Study Area. Freeways include SR-60, and I-5. Major arterial streets include Beverly Boulevard, Whittier Boulevard, Olympic Boulevard, Atlantic Boulevard, Garfield Avenue, and Greenwood Avenue. The roadway infrastructure in the CC Study Area frequently becomes congested, even during off-peak hours, which limits mobility for motorists. There is a network of bus lines operated by Metro, Foothill Transit, Montebello Bus Lines, and other operators, but buses are frequently delayed in the same arterial street congestion as automobiles.

The CC Study Area is served by three Metrolink commuter rail lines: The Riverside Line, the Orange County Line, and the 91 Line. It should be noted that the Orange County and 91 Lines share tracks, and therefore function as a single line for the purposes of trips between the region and downtown Los Angeles. Although unaffected by automobile congestion, Metrolink service is infrequent, and some routes have no service during mid-day and weekend periods. Metrolink is typically useful for peak hour commuters traveling to and from downtown Los Angeles, but not for mobility within communities. Amtrak's Pacific Surfliner passenger train service also passes through the region without making any stops. Rail feeder bus routes provide direct connections to Metrolink and Amtrak rail stations from major shopping areas (e.g., Citadel Outlets and the Shops at Montebello), recreation facilities (Whittier Narrows), medical (Presbyterian Intercommunity Hospital [PIH]), civic centers, and public schools.

Pedestrian and bicycle activity in the CC Study Area is low compared to the denser areas of Los Angeles County. However, a network of bicycle routes does exist along a few portions of the local arterial streets in East Los Angeles. Additionally, several new bicycle routes are proposed which would intersect the CC Study Area. The suburban style development patterns prevalent throughout the CC Study Area yield urban spaces that are primarily tailored to automobile use. On many of the CC Study Area's major streets, crosswalks are infrequent, and roadways typically have two or three traffic lanes in each direction. In many locations in the Study Area, pedestrian flow is impeded due to missing, inadequate or unsafe sidewalks and crossings. Overall conditions create an environment that is inhospitable toward pedestrians. At most commercial locations, sidewalk frontage consists of off-street parking lots which pedestrians must traverse to access businesses. 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. Existing physical divisions between communities in the CC Study Area include SR-60, I-5, and the Union Pacific Railroad/Metrolink Riverside Line. All these sites are difficult to cross on foot and effectively separate the communities on either side.

More information on existing transportation patterns and traffic levels in the Los Angeles County region is provided in **Appendix O.**

# 6.2 Community Facilities and Public Services

The following section presents the affected environment for community facilities and public services in the CFPS Study Area, which encompasses the area within 0.25 mile of the Build Alternative alignment.

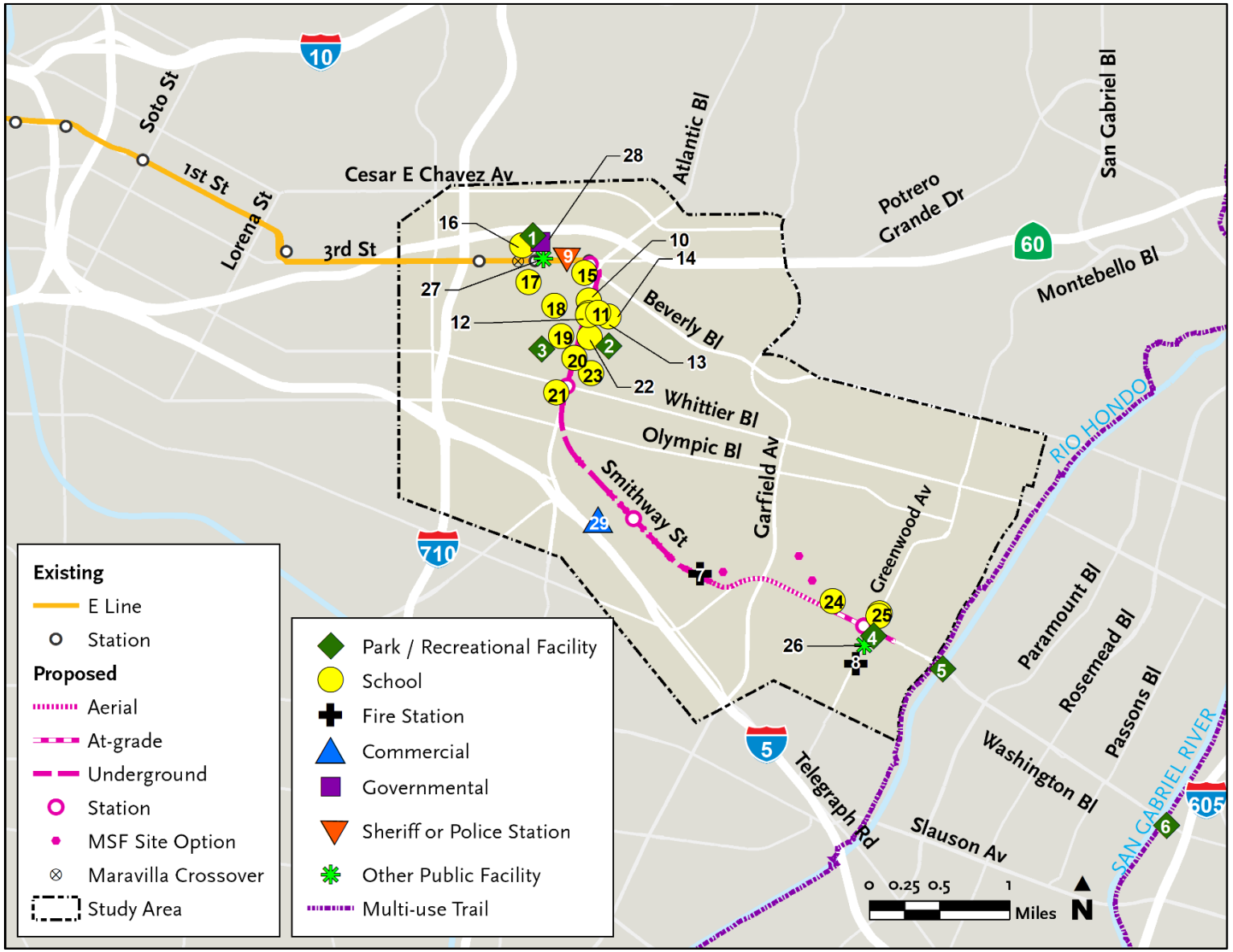
## 6.2.1 Parks

**Table 6.10** identifies the parks and recreational facilities within the CFPS Study Area and **Figure 6.1** shows their locations. The parks and recreational facilities in closest proximity to the Build Alternative alignment are Belvedere Park Lake on 3rd Street and Atlantic Avenue Park on Atlantic Boulevard. Each of the identified parks is considered Section 4(f) resources. Refer to Chapter 4.0 of the EA and **Appendix N**.

**Table 6.10. Parks and Recreational Facilities within the Community Facilities and Public Services (CFPS) Study Area**

| Map ID | Name | Address | Jurisdiction | Distance from Alignment (in feet) |
|---|---|---|---|---|
| 1 | Belvedere Park Lake | 3rd Street and La Verne Avenue | Los Angeles | 50 |
| 2 | Atlantic Avenue Park | 570 Atlantic Blvd. | Los Angeles | 30 |
| 3 | Woods Avenue Park | Verona Street and Woods Avenue | Los Angeles | 375 |
| 4 | Chet Holifield Park and Community Center | 1060 Greenwood Avenue | Montebello | 425 |

Source: Los Angeles County, Department of Parks and Recreation, 2023.




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 6.1. Parks, Corridor Recreation, and Other Community Facilities**

## 6.2.2 Corridor Recreation

Corridor recreation refers to a recreational trail, such as off-road or barrier-separated bike trails and multi-use trails (e.g., hiking, biking, and horseback riding trails). There is no corridor recreation within the CFPS Study Area. **Table 6.11** identifies the corridor recreation outside of CFPS Study Area but within proximity, and **Figure 6.1** shows their locations. Both of the identified corridor recreation trails are considered Section 4(f) resources. Refer to Chapter 4.0 of the EA and **Appendix N**.

**Table 6.11. Corridor Recreation in Proximity to the Community Facilities and Public Services Study Area**

| Map ID | Name | Address | Jurisdiction | Distance from the Build Alternative Alignment (in feet) |
|---|---|---|---|---|
| 5 | Rio Hondo Spreading Grounds and Multi-Use Trails | Not available | Pico Rivera | 1,600 |
| 6 | San Gabriel River Spreading Grounds and Multi-Use Trails | Not available | Pico Rivera | 11,616 (~2.2 miles) |

Source: Los Angeles County, Department of Parks and Recreation 2023.

## 6.2.3 Other Community Facilities

Community facilities identified within the CFPS Study Area include police stations, fire stations, medical centers (e.g., hospitals and clinics), schools, daycares, libraries, museums, places of worship, cemeteries, and social services. These resources are described in more detail below and shown in **Figure 6.1**.

### 6.2.3.1 Fire, Police, and Emergency Services

Fire prevention, protection, and emergency medical services in the CFPS Study Area are provided by the Los Angeles County Fire Department (LACFD) in East Los Angeles (unincorporated Los Angeles County) and the City of Commerce (LACFD 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 CFPS 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.

**Table 6.12** identifies the fire stations and police and sheriff's departments within the CFPS Study Area and **Figure 6.1** shows their locations. The LACFD Fire Station 50 located at Saybrook Avenue in the City of Commerce and Los Angeles County Sheriff's Department - East Los Angeles located on East 3rd Street in East Los Angeles are the closest facilities to the Build Alternative alignment.

**Table 6.12. Fire and Police Stations within the CFPS Study Area**

| Map ID | Jurisdiction | Address | Jurisdiction | Distance from Alignment (in feet) |
|---|---|---|---|---|
| 7 | Los Angeles County Fire Department - Station 50 | 2327 Saybrook Avenue | Commerce | 1,065 |
| 8 | Montebello Fire Department – Station No. 2 | 1166 Greenwood Avenue | Montebello | 1,475 |
| 9 | Los Angeles County Sheriff's Department - East Los Angeles | 5019 3rd Street | East Los Angeles | 100 |

Sources: Los Angeles County 2024b.

## 6.2.3.2 Schools

**Table 6.13** identifies public and private schools within the CFPS Study Area and **Figure 6.1** shows their locations. As shown in **Figure 6.1**, several of the schools are located near or adjacent to the alignment, including KIPP Raices Academy, 4th Street Primary Center, and Esperanza College Prep. The Griffith STEAM Magnet School and Greenwood Elementary are considered historic properties under Section 4(f). Refer to Chapter 4.0 of the EA and **Appendix N**.

**Table 6.13. Schools within the CFPS Study Area**

| Map ID | School Type | Name | Address | Jurisdiction | Distance from Build Alternative (in feet) |
|---|---|---|---|---|---|
| 10 | Public Charter High School | Esperanza College Prep | 414 Atlantic Blvd. | 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 Charter High | 5301 Whittier Blvd | Los Angeles | 420 |
| 14 | Public Charter | New Opportunities Charter School (East LA) | 5301 Whittier Blvd 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 South Mednik Avenue | Los Angeles | 40 |
| 17 | Public Middle | Griffith STEAM Magnet | 4765 4th 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 Blvd | Los Angeles | 40 |
| 21 | Public Charter | KIPP Promesa Prep | 5156 Whittier Blvd | Los Angeles | 150 |
| 22 | Private | St. 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 |

Source: Los Angeles County 2024b.

### 6.2.3.3 Public Facilities and Local Resources and Services

**Table 6.14** identifies other public facilities within the CFPS Study Area and **Figure 6.1** shows their locations. These public facilities include Chet Holifield Library, East Los Angeles Library, and Los Angeles County East Los Angeles Civic Center.

In addition to public facilities, local resources that contribute to the community makeup and character (e.g., shopping malls) were identified within the CFPS Study Area since these resources would be close enough to experience potential Build Alternative-related impacts. The Citadel Outlets mall was identified as a local resource. It is located in the City of Commerce and features historic Assyrian-style castle walls that are iconic in Southern California. The shopping mall contains more than 115 stores. Plans for expansion, including adding hotels and a monorail, are underway.

**Table 6.14. Other Public Facilities and Local Resources within the CFPS Study Area**

| Map ID | Service Type | Jurisdiction | Address | Jurisdiction | Distance from Alignment (in feet) |
|---|---|---|---|---|---|
| 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 | Commerce | 75 |

Source: Los Angeles County 2024b.

Local services, including non-profit organizations, health services, and resources for low-income families within the CFPS Study Area are also identified, since these resources could be close enough to experience potential Build Alternative-related impacts.

- Legal Aid Foundation of Los Angeles
- East Los Angeles Alcoholism Council Driving Under the Influence Program
- Bienvenidos Family Services
- QueensCare Health Centers
- Kaiser Permanente East Los Angeles Medical Offices
- The Delancey Street Foundation
- The Maravilla Foundation
- AltaMed Health Services
- Enki La Youth and Family facility
- East Los Angeles Women's Center
- Door of Hope Community Center
- AltaMed Pharmacy

- AltaMed Medical Group building
- Planned Parenthood East Los Angeles Health Center
- Gloria Molina Early Education Center

# 7.0 ENVIRONMENTAL CONSEQUENCES

# 7.1 Community Cohesion Impacts

The following section presents the impacts to community cohesion resulting from the No Build Alternative and Build Alternative. Potential impacts associated with the Build Alternative are related to: (1) neighborhood continuity; (2) physical character; and (3) access and mobility.

## 7.1.1 No Build Alternative

The No Build Alternative would not involve any new construction, major service improvements or new transportation infrastructure beyond projects that are listed in Metro's LRTP, SCAG's 2024 RTP, and Measure M. The transit network would be largely the same as it is now.

### 7.1.1.1 Neighborhood Continuity

The No Build Alternative would not include construction beyond what is listed in Metro's LRTP, SCAG's 2024 RTP, and Measure M that would change existing communities and neighborhoods in the CC Study Area. No acquisition or displacement of residences or businesses would occur beyond what is required for the already planned projects under the No Build Alternative. Future growth projections for population, housing, and employment would remain unchanged. Since the Build Alternative would not be built under the No Build Alternative, no changes to neighborhood continuity of the CC Study Area are foreseeable. The No Build Alternative would not alter the cohesion or stability of any communities, induce unplanned population and employment growth, displace residents, degrade the existing quality of life, increase urbanization or isolate communities, or result in other changes to the communities within the CC Study Area. Therefore, the No Build Alternative would have no long-term adverse effects on neighborhood continuity.

### 7.1.1.2 Physical Character

The No Build Alternative would not involve any new construction or infrastructure within the CC Study Area beyond what was listed in Metro's LRTP, SCAG's 2024 RTP, and Measure M; therefore, no new physical division of communities or neighborhoods within the CC Study Area would occur. The No Build Alternative would not acquire and displace residences, businesses or community facilities, change the visual character of the community, create physical barriers, or introduce incompatible land uses as already planned and funded transportation and roadway projects would follow local land use plans and established environmental review. Therefore, the No Build Alternative would have no adverse effects on physical character.

#### 7.1.1.3 Access and Mobility

While some highway and transit project improvements would occur, Metro's LRTP predicts that traffic would continually worsen in the absence of additional transportation capacity; therefore, the No Build Alternative would likely contribute to deteriorating public access and mobility within eastern Los Angeles County. Future increases in the CC Study Area's households and employment would generate more trips daily, causing increased vehicle and pedestrian traffic, which would degrade existing circulation patterns. This may reduce mobility within and between communities in the CC Study Area, especially during peak commute hours and could impact access to local businesses, employment, and residences. The jurisdictions within the CC Study Area may make some improvements to encourage pedestrian movement through the various communities and districts, but overall, no substantial changes in pedestrian movements are expected. Transit mobility would deteriorate, as existing bus service would suffer increasing delays due to growing traffic congestion, thus reducing service to community facilities and areas. The No Build Alternative would not provide enhanced access to, from, or within the CC Study Area as the Build Alternative would. Therefore, there would be an adverse effect on access and mobility from increasing traffic congestion.

## 7.1.2 Build Alternative

### 7.1.2.1 Operational Impacts

#### 7.1.2.1.1 Neighborhood Continuity

The Build Alternative would not result in changes to the existing population in the CC Study Area and would not include development of new housing or businesses that would induce population growth. The Build Alternative could affect growth, development, and/or redevelopment of land in the CC Study Area by making the proposed station and surrounding areas supportive of TOD. This could make the area surrounding the stations more desirable locations for residences and businesses, thus encouraging growth and economic development. However, the Build Alternative would not independently stimulate development or change property values; housing and business development growth would depend upon local city zoning regulations and approval, which would consider consistency with local general plans and transit oriented development policies. Development of Metro-owned properties would be required to adhere to the Metro Joint Development and Transit Oriented Communities Policy as described in and set forth in NPM EFI-1. By prioritizing joint development of surplus property for income-restricted, transit supportive uses and requiring local, disadvantaged, and apprentice hiring, compliance with these policies would support neighborhood continuity stability by reducing displacement risk, improving access between housing and employment, and retaining project benefits within nearby communities. Refer to Section 3.6, Economic Impacts, of the EA and **Appendix I**, the Economic Impacts Report. Additionally, the Build Alternative is included in the SCAG 2024 RTP list of planned projects and is therefore factored into growth projections for the CC Study Area. As such, operational activities associated with the Build Alternative would not induce unplanned population growth, dramatically stimulate development, or cause long-time residents to move out of their communities.

The Build Alternative would not acquire any residential structures; therefore, no people or housing would be displaced necessitating the construction of replacement housing elsewhere. However, operation of the Build Alternative would require full and partial permanent acquisition of commercial and industrial properties to accommodate the stations, some operational systems and facilities, ROW adjustments, and a parking facility at Greenwood station. This would result in the relocation or displacement of local businesses and a disruption to business activities. However, in compliance with the Uniform Act, Metro would provide for uniform relocation services and payments to businesses displaced by the Build Alternative under the Nonresidential Relocation Assistance Program. The Program would provide current lists of properties offered for sale or rent, suitable for a particular business' specific relocation needs. Eligible businesses could receive moving expenses, re-establishment expenses, or a fixed payment in lieu of moving, searching, and re-establishment payments. Due to compliance with the Uniform Act and Metro policies, the permanent acquisition of commercial and industrial properties would not result in adverse effects on social character. Additional details on acquisitions for the Build Alternative are discussed in Section 3.12, Acquisitions and Relocations, of the EA, and **Appendix M**, the Real Estate and Acquisitions Impacts Report.

The Build Alternative would provide new transit connections in the CC Study Area, which would reduce traffic and congestion in the CC Study Area; enhance the existing quality of life, especially for residents who may rely on public transit, such as households with zero vehicles, students, and the elderly; and decrease isolation for communities who rely on public transportation. The Build Alternative would extend into a heavily urbanized area and would therefore not substantially increase urbanization in the CC Study Area. Additionally, as discussed in **Appendix F**, the Air Quality Impacts Report, the Build Alternative would provide net air quality benefits to communities through reduced regional emissions. As discussed in **Appendix L**, the Noise and Vibration Impacts Report, because surrounding land uses are primarily industrial and commercial with high existing ambient noise conditions, and the Build Alternative would have no adverse noise effect to communities.

Thus, although the Build Alternative would require full and partial permanent acquisition of commercial and industrial properties, overall, the Build Alternative would provide benefits that would strengthen social character and cohesion; thus, no adverse effects on neighborhood continuity would occur.

## Maintenance and Storage Facility

Operation of the MSF would require full and partial permanent acquisition of commercial and industrial properties to accommodate the MSF. This would result in the relocation or displacement of local businesses and a disruption to business activities. However, per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative. Due to compliance with the Uniform Act and Metro policies, the permanent acquisition of commercial and industrial properties would not result in adverse effects on neighborhood cohesion. Additional details on required acquisitions for the Build Alternative are discussed in Section 3.12 of the EA, and **Appendix M**.

Operation of MSF Site 1 or 2 would result in approximately 350 new employment opportunities. MSF Site 3 is smaller than MSF Sites 1 and 2 and is therefore estimated to result in fewer employment opportunities than MSF Sites 1 and 2. It is anticipated that the employment opportunities would source from the large existing labor pool in the Los Angeles region, and the MSF is unlikely to result in workers relocating to the CC Study Area. The Metro Pilot Local Hire Initiative entails that local hire provisions under Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) would be required for the Build Alternative. Additionally, the MSF does not propose the construction of any housing or

introduction of new businesses and thus would not induce unplanned population or employment growth in the CC Study Area. The MSF would be located in an industrial and urbanized area and would therefore not increase urbanization, displace existing housing, degrade the existing quality of life, or cause long-time residents to move out of their communities. The MSF would not lead to the isolation of residential communities.

Additionally, an MSF is essential in maintaining a reliable light rail system and is a necessary component of the Build Alternative, and thereby supports the overall net air quality benefits to communities through reduced regional emissions. Land uses surrounding the MSF are primarily industrial and commercial with high existing ambient noise conditions, and the MSF would have be no adverse noise effect to communities

Therefore, operation of the MSF would not result in adverse effects on neighborhood continuity.

#### 7.1.2.1.2 Physical Character

Operation of the Build Alternative would require full and partial permanent acquisition of commercial and industrial properties to accommodate the Build Alternative elements. Because the Build Alternative would primarily operate underground and within the public roadway ROW, the property acquisition and change from the existing uses to transportation uses would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community, alter neighborhood boundaries, or result in the separation of these properties from their communities. Per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative. Additional details on required acquisitions for the Build Alternative are discussed in Section 3.12 of the EA and **Appendix M**. Operation of the Build Alternative would not require any residential structures or community assets to be acquired; therefore, acquisition would not result in isolation of a residential neighborhood or community assets. The new uses would be consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor.

The underground alignment would primarily travel beneath commercial properties, the ROW of Atlantic Boulevard, the ROW of Smithway Street, and under existing residential and industrial land uses as it curves south to align under Smithway Street. The underground alignment would not have any elements that are visible at-grade and would therefore not physically disrupt or introduce elements that are incompatible with any existing land uses, physically divide an established community or alter neighborhood boundaries, change the visual character of the community, or create physical barriers in a community.

The aerial segment, between Saybrook Avenue and Yates Avenue, would be grade-separated and would operate above the ROW of Washington Boulevard. The retaining wall within the median of Washington Boulevard, to support the transition between aerial and at-grade segments, would not interfere with existing surrounding land uses or pedestrian and vehicle crossings. Surrounding land uses immediately adjacent to the aerial segment would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users; therefore, this would not represent a division to an existing established community, the creation of a physical barrier, or the introduction of elements that are incompatible with existing land uses. Although the aerial segment would be highly visible, it would be congruent with other rail infrastructure in the area and surrounding industrial and commercial land uses and would not change the visual character of the community. Antenna structures would be similar to infrastructure that already exists in the urban landscape, such as telephone poles,

light poles, and cellular and other antennas and would not be visually disruptive or incompatible. For additional information, see Section 3.8 of the EA.

The at-grade segment would operate within the median of Washington Boulevard east of Yates Avenue. Although the at-grade segment of the guideway would limit pedestrian crossings except at controlled intersections, crossings would continue to be available and such limitations would not divide an existing established community nor alter neighborhood boundaries. Washington Boulevard is an existing developed area and roadway infrastructure is already a dominant feature of the landscape; therefore, the at-grade segment would not change the visual character of the community. Aboveground features would be visible but consistent with the existing urban development and transportation infrastructure. Permanent visual alterations would occur to where station entry and plazas are proposed for the proposed stations. Such at-grade facilities and amenities within the station public area would be designed to integrate with the existing character of the surrounding land uses and would comply with the Systemwide Station Design Standards. Stations and plazas could be perceived as a beneficial visual change, although this depends on the perceptions of the viewers. See Section 3.8 of the EA. The addition of permanent infrastructure associated with an at-grade light rail guideway on an existing roadway facility would not physically divide existing neighborhoods, communities, or land uses to the extent to which they would be disrupted or isolated. New limitations for crossings would primarily limit pedestrian crossings outside of controlled intersections (jaywalking). Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users; therefore, this would not represent a division to an existing established community.

Therefore, the operation of the Build Alternative would not result in an adverse effect on physical character.

## Maintenance and Storage Facility

### *MSF Site 1: Mid-Block Tracks*

Lead tracks for MSF Site 1 would extend north from the alignment on Washington Boulevard mid-block west of Vail Avenue in an aerial configuration, requiring the full and partial permanent acquisition of properties west of Vail Avenue to accommodate the MSF. The aerial configuration of the alignment would result in changes to the visual character of the area, including the addition of aerial support columns, linear guideways, and shadows and shading. However, MSF Site 1 and its lead tracks would be primarily on existing parcels designated for industrial uses, and the aerial structures would not introduce incompatible infrastructure in a community. Therefore, operation of MSF Site 1 would not acquire or displace residences or community facilities, physically divide an established community or alter neighborhood community boundaries, or introduce elements that are incompatible with existing land uses. Therefore, operation of MSF Site 1 would not result in adverse effects on physical character. Additional details on required acquisitions for the MSF are discussed in Section 3.12 of the EA and **Appendix M**.

***MSF Site 2: Yates Avenue Tracks***

Operation of MSF Site 2 would require full and partial permanent acquisition of commercial and industrial properties to accommodate the MSF. Additional details on required acquisitions for the MSF are discussed in Section 3.12 of the EA and **Appendix M**.

Lead tracks for MSF Site 2 would extend north from the alignment on Washington Boulevard in an aerial configuration along Yates Avenue. The aerial configuration of the alignment would result in changes to the visual character of the area, including the addition of aerial support columns, linear guideways, and shadows and shading, but this is an industrial area and the aerial structures would not create a introduce incompatible infrastructure in a community. Accommodation for the lead tracks would require full acquisition of a property at the corner of Washington Boulevard and Yates Avenue, which functions as the union headquarters for Bakers Local 37, and partial acquisitions of properties along Washington Boulevard between Gayhart Street and Yates Avenue. The union headquarters, although privately owned, is a notable feature to this community. The acquisition of this property would result in a separation of this resource from the community. However, per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative, and thus access to this resource would be maintained in the long-term at a new location. MSF Site 2 and its lead tracks would be primarily in the existing ROW and on existing parcels designated for industrial uses and would not acquire or displace residences, physically divide an established community or alter neighborhood boundaries, or introduce elements that are incompatible with existing land uses. Therefore, there would be no adverse effect on physical character.

***MSF Site 3: Satellite Yard at Gayhart Street***

MSF Site 3 would be located at the tunnel boring machine launch site at Gayhart Street east of Saybrook Avenue. Lead tracks for MSF Site 3 would connect to the main alignment at-grade as the underground alignment transitions to the aerial alignment. As previously discussed, the at-grade segment would not change the visual character of the community; while the aerial alignment would result in visual changes due to the addition of aerial support columns, linear guideways, and shadows and shading, it would not introduce incompatible infrastructure in a community. However, MSF Site 3 and its lead tracks would be primarily on existing parcels designated for industrial uses. Therefore, operation of MSF Site 3 would not acquire or displace residences or community facilities, physically divide an established community or alter neighborhood community boundaries, or introduce elements that are incompatible with existing land uses. Therefore, the operation of MSF Site 3 would not result in adverse effects on physical character. Additional details on required acquisitions for the Build Alternative are discussed in Section 3.12 of the EA and **Appendix M**.

## 7.1.2.1.3 Access and Mobility

Operation of the Build Alternative would reconfigure and extend the Metro E Line approximately 4.7 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station (Greenwood station) in the City of Montebello. As a result, changes in public access and mobility within and between communities and neighborhoods, access to important community facilities or neighborhood areas, and existing local roadway circulation patterns are expected. The underground configuration portions of the Build Alternative would not have any material impact to access and mobility since this segment would not affect vehicles or pedestrians on surface streets. Access to community facilities, businesses, and

activity centers along the underground alignment such as Atlantic Park, KIPP Raices Academy, and the Citadel Outlets would remain unchanged. However, the aerial guideway in Washington Boulevard would reduce traffic lanes from three lanes to two lanes to allow for the placement of columns to support the aerial segments. The at-grade segment, which would operate within the median of Washington Boulevard east of Yates Avenue, would reduce traffic lanes from three lanes to two lanes to allow for the ROW needs of the at-grade segments and the elimination of on-street parking on the northern and southern sides of Washington Boulevard between Yates Avenue and Montebello Boulevard to accommodate the Greenwood station and the at-grade alignment/tail track. The Build Alternative would also result in the intersection of Garfield Avenue and Washington Boulevard (Intersection #32 in **Appendix O**) moving from a Level of Service (LOS) D to LOS E in the pm peak due to the reduction of travel lanes on Washington Boulevard, resulting in an adverse effect. Therefore, the aerial and at-grade configurations could impact access and mobility within and between communities; reduce access to community facilities along Washington Boulevard in the vicinity of the Greenwood station, such as Greenwood Elementary School; would disrupt existing circulation patterns in the areas surrounding Greenwood station; and would reduce access to local businesses.

However, left turns, U-turns, and pedestrian crosswalks would be provided to ensure that safe access and mobility would be maintained. As set forth in NPM TRA-1, left turns and pedestrian crossings would be controlled using best practice safety measures at unsignalized crossings (e.g., mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs). 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. With implementation of NMM TRA-1, one through lane would be converted into a left-turn lane and the right-turn lane reconfigured at Intersection #32 to improve the LOS so that it operates at LOS D in both the am and pm peak periods. This would reduce adverse effects to not adverse. Additionally, for on-street spaces near Montebello Boulevard that are adjacent to small commercial uses, there are potential replacement parking options along side streets that could accommodate on-street parking demand. Refer to **Appendix O** for more information regarding parking.

To facilitate the transition from the existing at-grade alignment to the underground alignment, a trench would be constructed in 3rd Street from east of Civic Center Way to east of La Verne Avenue. The trench would eliminate left turns, U-turns, and pedestrian crossings at La Verne Avenue. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. This could adversely affect access and mobility. However, to facilitate traffic movement to and from La Verne Avenue and Civic Center Way, Woods Avenue would be modified to allow eastbound traffic on 3rd Street to make a U-turn to reverse direction and U-turns would continue to be allowed at Mednick Avenue. A new access road would allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. Additionally, a new high-visibility crosswalk east of La Verne Avenue would be constructed to provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue to facilities, such as the East Los Angeles Civic Center.

The tail tracks on Washington Boulevard would end at Montebello Boulevard. Two options are being evaluated as to whether to allow or prohibit left turns at Montebello Boulevard or retain left-turn pockets on Washington Boulevard for traffic in both directions. Retaining left-turn pockets would require widening Washington Boulevard and involve additional property acquisitions. Under either

option, left turns would continue to be allowed at Greenwood Avenue to the west and Carob Way and 5th Street to the east.

Pedestrians and motor vehicles would be protected from unrestricted crossing of the at-grade guideway by a barrier for pedestrian and vehicular safety. Therefore, the at-grade segment of the guideway would limit pedestrian crossings except at signal-controlled intersections for safety purposes; however, crossings would continue to be available at signal-controlled locations, and thus, such limitations would not result in adverse effects related to public access within communities or reduced access to community areas. New limitations for crossings would primarily limit pedestrian crossings outside of controlled intersections (jaywalking). At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks.

Additionally, at some locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths and in accordance with the ADA standards where possible to accommodate the Build Alternative features, such as the light rail guideway. These would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas and would be a benefit to mobility within and between communities.

The Build Alternative is forecasted to increase countywide transit travel, thereby reducing reliance on automobiles and minimizing congestion. Transit mobility would be improved by reducing transit travel times and improving transit connectivity with the existing local bus network. As described in **Appendix O**, bicycle and pedestrian access and mobility would be improved by the addition of amenities, such as bike parking, and enhancements to existing signalized crosswalks near station locations. In addition, property acquisitions under the Build Alternative would not adversely affect vehicular access, bike lanes, or sidewalks.

Therefore, the Build Alternative would have no adverse effects on access and mobility. In the long-term, the Build Alternative would have a beneficial effect on access and mobility in the Los Angeles County region.

Additional details on access and mobility are available in **Appendix O**.

## Maintenance and Storage Facility

### *MSF Site 1: Mid-Block Tracks*

Lead tracks for MSF Site 1 would extend north from the alignment on Washington Boulevard mid-block west of Vail Avenue in an aerial configuration requiring acquisition of properties west of Vail Avenue. Although operation of MSF Site 1 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities, Acco Street would be permanently closed to through access, thus disrupting existing circulation patterns and reducing access to businesses around MSF Site 1. However, a cul-de-sac is proposed west of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. Therefore, the permanent closure of Acco Street to through traffic would not result in adverse effects on traffic circulation, access to local businesses, public access within communities, and mobility between communities, as this street is not a primary arterial used by the community and adjacent properties would become part of the MSF. Further, alternative east-west connections are provided by Flotilla Street to the north and Washington Boulevard to the south. As set forth in NPM TRA-3, access to MSF Site 1 and surrounding properties

would be retained and meet design requirements. Therefore, operation of MSF Site 1 would not have an adverse effect on access and mobility.

***MSF Site 2: Yates Avenue Tracks***

Lead tracks for MSF Site 2 would extend north from the alignment on Washington Boulevard in an aerial configuration along Yates Avenue. The aerial support columns would be placed so that two-way traffic would be maintained along Yates Avenue and thus would not impede access or mobility around MSF Site 2, nor disrupt circulation patterns on Yates Avenue. Furthermore, as identified in NPM TRA-3, proposed changes to traffic circulation around MSF Site 2 would be designed according to applicable standards and criteria.

The lead tracks would result in the acquisition of properties, including commercial businesses and the union headquarters for Bakers Local 37 at the corner of Washington Boulevard and Yates Avenue, and would thus impact access to these resources. However, per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative, and thus, access to this resource would be maintained in the long-term at a new location. Thus, operation of MSF Site 2 would have no adverse effect on access and mobility in the surrounding industrial area.

***MSF Site 3: Satellite Yard at Gayhart Street***

Leads tracks for MSF Site 3 would connect to the main alignment at-grade as the underground alignment transitions to the aerial alignment at Gayhart Street east of Saybrook Avenue. Operation of MSF Site 3 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities. Furthermore, as identified in NPM TRA-3, proposed changes to traffic circulation around MSF Site 3 would be designed according to applicable standards and criteria. Per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative and thus, access to these businesses would be maintained in the long-term at a new location. Thus, operation of MSF Site 3 would have no adverse effect on access and mobility in the surrounding industrial area.

# 7.1.2.2 Construction Impacts

## 7.1.2.2.1 Neighborhood Continuity

Construction could result in temporary impacts to local businesses near construction areas. Since 2014, Metro has launched pilot programs that provide financial assistance to small businesses located along rail corridors under construction, including a Metro Business Interruption Fund, a Metro Business Solution Center, and Metro's Eat Shop Play Local business mitigation program meant to bring focused attention to local businesses affected by Metro construction. Additionally, Metro's Construction Relations Officers would work with local businesses to provide signage and marketing assistance, such as providing "Open During Construction," wayfinding, and promotional signage for businesses.

While construction activities would result in approximately 400 new temporary employment opportunities at the peak of construction activities, it is not anticipated that there would be any substantial population growth in the Los Angeles region or CC Study Area as a result of temporary

construction jobs. The workers would likely come from the existing large labor pool within the greater Los Angeles region, without requiring new workers to relocate to the CC Study Area. Additionally, local hire provisions under Metro's PLA and CCP would be required for the Build Alternative. As such, construction of the Build Alternative would not induce unplanned population growth. Construction of the Build Alternative would occur in a heavily urbanized area and would not increase urbanization.

Construction would result in temporary traffic delays near construction staging areas. As set forth in NPM TRA-2, construction best management practices would minimize disruptions during construction. However, construction staging areas, detours, and street closures would isolate surrounding residences and businesses from their communities, resulting in an adverse effect on neighborhood continuity. Under NMM TRA-2, a Traffic Management Plan shall be implemented during construction of the Build Alternative to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners. Thus, construction of the Build Alternative would reduce adverse effects to no adverse effect. Construction activities would result in air quality emissions and noise and vibration effects on communities within the vicinity of the Build Alternative alignment. However, construction-related air quality emissions are not expected to exceed *de minimis* levels and no adverse effects would occur (refer to **Appendix F**, Air Quality Impacts Report). Noise and vibrational impacts during construction would be reduced with implementation of measures identified in NPM NOI-2 and mitigated with implementation of NMM NOI-1 through NMM NOI-10 and NMM NOI-13 through NMM NOI-14 (refer to **Appendix L**). Therefore, construction impacts related to traffic, air quality, and noise would be reduced and construction activities would not result in a degradation of the existing quality of life.

Therefore, construction of the Build Alternative would have no adverse effects on neighborhood continuity.

## Maintenance and Storage Facility

The MSF would be constructed in a heavily urbanized area and would not affect key circulation routes, such as Washington Boulevard. Therefore, construction of the MSF would not increase urbanization, nor isolate residences or businesses from the surrounding communities.

Construction of the MSF would result in temporary employment opportunities. Construction workers would likely come from the existing local labor pool and would not result in new workers relocating to the area. Additionally, local hire provisions under Metro's PLA and CCP would be required for the Project. Thus, construction of the MSF would not require the construction of new housing and would therefore not induce unplanned growth.

Construction of the MSF would result in temporary traffic delays near construction staging areas. As set forth in NPM TRA-4, site access to the MSF and surrounding properties would be retained and meet design requirements during construction. However, construction staging areas, detours, and street closures would isolate surrounding residences and businesses from their communities, resulting in an adverse effect on neighborhood continuity. As set forth in NMM TRA-2, a Traffic Management Plan shall be implemented during construction of the MSF to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, which would reduce adverse effects to no adverse effect. Construction of the MSF would result in air quality emissions and noise and vibration effects on surrounding communities. However, construction-related air quality emissions are not expected to exceed *de minimis* levels and no adverse effects would occur (refer to Section 3.2, Air

Quality, of the EA and **Appendix F**). Noise and vibrational impacts during construction would be reduced with implementation of measures as set forth by NPM NOI-2 and mitigated with implementation of NMM NOI-1 through NMM NOI-10 and NMM NOI-13 through NMM NOI-14 (refer to **Appendix L**). Therefore, construction impacts related to traffic, air quality, and noise would be reduced and construction activities would not result in a degradation of the existing quality of life.

Therefore, construction of the MSF would result in no adverse effects on neighborhood continuity.

#### 7.1.2.2.2 Physical Character

Construction activities for the Build Alternative would be temporary and thus would not create any permanent physical barriers within the surrounding community; however, street closures during the construction period would be required for construction and would potentially physically divide established communities. These street closures would be temporary and periodic. As set forth in NPM TRA-2, lane and/or road closures shall be scheduled to minimize disruptions during construction. However, construction staging areas, detours, and street closures would result in temporary physical divisions of established communities, resulting in an adverse effect on physical character. NMM TRA-2 shall be implemented to minimize disruption during construction and reduce adverse effects to not adverse.

Construction of the Build Alternative would require temporary construction easements (TCE) for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The TCEs (e.g., the areas needed temporarily during construction in addition to the actual Build Alternative footprint) would vary along the alignment, depending on the type of construction and adjacent land use. The properties under TCEs would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Thus, construction activities would be compatible with existing land uses. Properties under TCEs would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes separate from this environmental review process. TCEs would be generally limited to properties currently zoned for commercial or industrial uses,. Thus, TCEs required for construction would not physically divide an established community or introduce elements that are incompatible with existing land uses.

Construction of the Build Alternative would be a visual nuisance from the presence of construction equipment, activities, and stockpiling of materials. However, construction activities would be temporary, intermittent, and limited to the immediate area of construction. In addition, the perimeter of construction staging associated with station plazas for underground and aerial stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. This screening would reduce visual nuisance by limiting views of construction activities and equipment; therefore, the Build Alternative would not change the visual character of the community.

Therefore, construction of the Build Alternative would not result in adverse effects on physical character.

## Maintenance and Storage Facility

### *MSF Site 1: Mid-Block Tracks*

Construction of MSF Site 1 would not physically divide an established community or result in the separation of a residential neighborhood or community facility from its community. The properties under TCEs would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Thus, MSF Site 1 would not introduce elements that are incompatible with existing land uses. Per the Uniform Act, relocation services and payments would be made available to businesses displaced by MSF Site 1. Construction of MSF Site 1 would require the closure of Acco Street. However, NPM TRA-4 shall be implemented during construction of the Build Alternative to maintain access to surrounding properties. Therefore, although the closure of Acco Street would temporarily create physical barriers in a community, with implementation of NPM TRA-4, no adverse effect would occur.

MSF Site 1 would be fenced during construction to reduce visual nuisance.

Thus, construction of MSF Site 1 would not have an adverse effect on physical character.

### *MSF Site 2: Yates Avenue Tracks*

Similar to MSF Site 1, MSF Site 2 would be constructed on parcels designated for industrial uses that are spatially separated from community facilities. The properties under TCEs would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Therefore, construction of MSF Site 2 would not physically divide an established community or alter neighborhood boundaries, introduce physical barriers in a community, nor introduce elements that are incompatible with the existing land uses. MSF Site 2 would be fenced during construction to reduce visual nuisance. Therefore, MSF Site 2 would result in no adverse effects on physical character.

### *MSF Site 3: Satellite Yard at Gayhart Street*

Similar to MSF Sites 1 and 2, MSF Site 3 and its lead tracks would be primarily on existing parcels designated for industrial uses that are spatially separated from community facilities and residential neighborhoods. Construction of MSF Site 3 would not require the temporary closure of any primary vehicle routes. Therefore, construction of MSF Site 3 would not physically divide an established community or alter neighborhood community boundaries. MSF Site 3 would be fenced during construction to reduce visual nuisance. The properties under TCEs would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Therefore, construction of MSF Site 3 would not introduce elements that are incompatible with existing land uses. Therefore, construction of MSF Site 3 would not result in adverse effects on physical character.

### 7.1.2.2.3 Access and Mobility

Street and sidewalk closures during construction would result in limitations on movement for pedestrians, cyclists, and vehicles within and between local communities, thereby impacting public access within communities, mobility between communities, access to businesses, and disrupting existing circulation patterns. However, closures would be temporary and periodic. As identified in NPM TRA-2, lane and/or road closures would be scheduled to minimize disruptions to circulation patterns. However, construction staging areas, detours, and street closures would result in temporary disruptions of the circulation system, resulting in an adverse effect on access and mobility. As identified in NMM TRA-2, Metro's contractor would prepare a Traffic Management Plan to reduce the disruption caused by construction work zones, which would reduce adverse effects to not adverse. Metro's contractor would notify and work with surrounding communities regarding the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways, thereby reducing impacts to public access and mobility within and between communities. These reroutes would maintain access to important community facilities and neighborhood areas.

Therefore, construction of the Build Alternative would have no adverse effects on access and mobility.

**Appendix O** further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties.

## Maintenance and Storage Facility

#### *MSF Site 1: Mid-Block Tracks*

Construction of MSF Site 1 would require temporary closures of roadways, specifically a portion of Acco Street, and also require other temporary changes to traffic circulation and controls, such as lane closures or detours to construct the aerial guideway supports, at-grade guideway for the tracks on Washington Boulevard and the lead tracks to MSF Site 1. These temporary closures would impact public access within communities, disrupt existing circulation patterns, and result in a loss of access to local businesses. However, access to nearby properties would be maintained throughout the course of construction, and alternative routes would be available for any streets requiring a closure (e.g., use of Acco Street would be routed to Flotilla Street or Washington Boulevard) as set forth in NPM TRA-4. Nonetheless, construction staging areas, detours, and street closures would result in temporary disruptions of the circulation system, resulting in an adverse effect on access and mobility. A Traffic Management Plan (as required by NMM TRA-2) specifies measures to minimize disruption to access and mobility during construction, such as establishing detour routes and coordinating with local business owners, and would reduce adverse effects to not adverse. Proposed changes to traffic circulation would be designed according to applicable standards and criteria. Additionally, MSF Site 1 would be constructed on parcels zoned for industrial uses that are spatially separated from community facilities and residential neighborhoods. Because construction would be confined to those industrial areas and would not encroach on community-serving or residential areas, access to important community facilities and neighborhood areas would not be reduced. Acco street is not a primary arterial used by the community and use of Acco Street would be routed to Flotilla Street or Washington Boulevard. Therefore, the closure of Acco Street would not impact mobility between communities.

Therefore, by maintaining site access as set forth in NPM TRA-4 and implementing NMM TRA-2 to reduce adverse effects, there would be no adverse effect on accessibility and mobility.

***MSF Site 2: Yates Avenue Tracks***

Construction of MSF Site 2 would require the closure of Yates Avenue and other temporary changes to traffic circulation and controls, thereby impacting public access and disrupting circulation patterns and resulting in an adverse effect. Similar to construction for MSF Site 1, construction of MSF Site 2 would maintain access to nearby properties using measures as set forth in NPM TRA-4. As required by NMM TRA-2, a Traffic Management Plan would specify measures to minimize disruption to access and mobility during construction, such as establishing detour routes and coordinating with local business owners, and would reduce adverse effects to not adverse. Therefore, MSF Site 2 would have no adverse effect on access and mobility.

***MSF Site 3: Satellite Yard at Gayhart Street***

Construction of MSF Site 3 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities. Furthermore, as identified in NPM TRA-4, proposed changes to traffic circulation around MSF Site 3 would be designed according to applicable standards and criteria. MSF Site 3 would be constructed on parcels zoned for industrial uses that are spatially separated from community facilities and residential neighborhoods and construction activities would not reduce access to important community facilities and neighborhood areas. Because construction would be confined to those industrial areas and would not encroach on community-serving or residential areas, access to important community facilities and neighborhood areas would not be reduced. Per the Uniform Act, relocation services and payments would be made available to businesses displaced by the Build Alternative. Thus, construction of MSF Site 3 would have no adverse effect on access and mobility.

# 7.2 Community Facilities and Public Services Impacts

The following section presents the impacts to community facilities and public services resulting from the No Build Alternative and Build Alternative. Potential impacts to community facilities and public services associated with the Build Alternative are related to: (1) parks; (2) corridor recreation; and (3) other public community facilities.

## 7.2.1 No Build Alternative

The No Build Alternative would not involve any new construction, major service improvements or new transportation infrastructure beyond what is listed in Metro's LRTP, SCAG 2024 RTP, and Measure M. While some highway and transit project improvements would occur, the LRTP predicts that traffic will continually worsen in the absence of additional transportation capacity; therefore, the No Build Alternative would likely contribute to deteriorating access and mobility within eastern Los Angeles County.

The planned transit projects that would occur under the No Build Alternative would primarily occur along existing ROW and would not cause any physical impacts on parklands or community facilities. Future population growth in the CFPS Study Area may increase the use of parklands and community facilities to the point of physical deterioration or impairment of intended use. However, the No Build Alternative would fail to satisfy general plan goals encouraging improved transit access to recreational facilities. Access to parklands and community facilities may deteriorate because of worsening traffic congestion and insufficient transit alternatives to driving. The No Build Alternative would not address anticipated congestion that could affect access to parklands and community facilities. Therefore, the No Build Alternative would result in adverse effects on parks, corridor recreation, or other community facilities in the vicinity of the CFPS Study Area.

# 7.2.2 Atlantic to Greenwood Alternative

## 7.2.2.1 Operational Impacts

### 7.2.2.1.1 Parks

Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of parks within the CFPS Study Area. No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of the Build Alternative. No physical alterations or impacts on Atlantic Avenue Park or Woods Avenue Park would occur because the LRT guideway would operate below the Atlantic Boulevard ROW as it would be underground in these areas. Although Belvedere Park Lake is near the proposed Atlantic/Pomona station and Chet Holifield Park is near the Greenwood station, these parks would not be acquired, displaced, relocated, or physically altered. The existing at-grade E Line is located within 3rd Street immediately south of Belvedere Park Lake. Under the Build Alternative, the existing at-grade guideway would transition to the underground guideway within a trench that would extend from east of Civic Center Way to east of La Verne Avenue to the south of Belvedere Park Lake. The trench would eliminate left turns, U-turns, and pedestrian crossings at La Verne Avenue. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. This could adversely impact access to and from Belvedere Park Lake for neighborhoods to the south of 3rd Street. However, to facilitate traffic movement to and from La Verne Avenue and Civic Center Way that would also provide vehicle access to and from Belvedere Park Lake, 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. There is also an entrance to the park from Mednick Avenue north of Washington Boulevard. Additionally, a new high-visibility crosswalk east of La Verne Avenue would be constructed to provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue to facilities such as Belvedere Park Lake. Thus, operation of the Build Alternative would have no adverse effects on parks.

The Build Alternative does not include construction of any new housing and, therefore, would not bring in new residents to the area and increase the demand for parks and recreational facilities. Additionally, while the Build Alternative would create new jobs for the operation and maintenance of the LRVs, it is anticipated that these jobs would be filled from the existing local labor pool per Metro's PLA and CCP and would not result in a permanent increase in population. While the Build Alternative would

potentially encourage growth in surrounding areas, that growth would be contingent upon local zoning regulations and is not expected to increase use of existing parks such that deterioration would occur or expansion would be required. The Build Alternative would construct new transit stations in areas near parks, such as Chet Holifield Park, which would enable transit riders to visit these facilities. Local residents are the primary users of the parks, and therefore it is unlikely that the user demand for these parks would increase so greatly as to cause deterioration of the facilities or require construction or alterations to maintain or expand the facilities.

Operation of the Build Alternative is expected to improve access to Parks of Interest for the communities along the Build Alternative alignment; however, it would not result in adverse effects on Parks of Interest from increased demand. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding parks and recreational facilities, the demand for nearby parks and recreational facilities is not anticipated to substantially change. However, Metro's Transit to Parks Strategic Plan designates East Los Angeles, Commerce, and Montebello as Communities of Interest, which are communities that need better access to parks via transit. By extending the Metro E Line, the Build Alternative would better connect East Los Angeles, Commerce, and Montebello to Parks of Interest in the greater region. Thus, the Build Alternative would support Metro's goal in the Strategic Plan to prioritize transit to parks investments that serve Communities of Interest. Parks of Interest were identified based on a number of criteria, including size, park amenities and their condition, and park pressure. Since increasing park access could impact park pressure, Metro prioritized parks with lower demand when designating Parks of Interest. Therefore, operation of the Build Alternative would have no adverse effects on parks.

#### 7.2.2.1.2 Corridor Recreation

There is no corridor recreation within the CFPS Study Area. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of corridor recreation within the region. Thus, operation of the Build Alternative would have no adverse effects on corridor recreation.

There are corridor recreation facilities located east of the CFPS Study Area. There is the potential for an impact on corridor recreation given that new transit stations would provide expanded access to these facilities. This would enable transit riders to visit corridor recreation facilities near stations, such as the Rio Hondo Spreading Grounds and Multi-Use Trails near the Greenwood station. However, the Greenwood station is over 0.5 mile from the nearest corridor recreation facility and the Build Alternative is not expected to induce a substantial number of new visitors to these facilities. Local residents are the primary users of these corridor recreation facilities as they are not regional destination facilities and are used for routine recreational activities such as walking and bicycling. In addition, the Build Alternative does not include construction of new housing that would bring in new residents who use these corridor recreational facilities. While the Build Alternative would potentially encourage growth in surrounding areas, that growth would be limited to development allowed under local zoning and land use regulations and, therefore, is not expected to increase use of the existing recreational facilities such that deterioration would occur or expansion would be required. Therefore, operation of the Build Alternative would have no adverse effects from increased recreation.

As discussed above, the Build Alternative would better connect East Los Angeles, Commerce, and Montebello to Parks of Interest in the greater region, including the San Gabriel River and Multi-Use Trail and other corridor recreation accessible by Metro rail such as Santa Monica Beach Trail. Because the

Build Alternative is not expected to induce a substantial number of new visitors to these facilities, operation of the Build Alternative would have no adverse effects on corridor recreation.

## 7.2.2.1.3 Other Community Facilities

### Fire, Police, and Emergency Services

Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of fire, police, or emergency service facilities within the CFPS Study Area and would, therefore, have no long-term adverse effects on these services. Access to fire, police, or emergency service facilities would remain available. Primary safety concerns of the Build Alternative include the possibility of fire, first responder access, and emergency egress. The Build Alternative would include safety design features to allow for safe egress from the Build Alternative during emergencies, such as emergency lighting, standpipes on aerial structures, emergency egress stairs on the aerial structure, and emergency ventilation in tunnels in compliance with the MRDC's Rail Fire Life Safety Design Criteria as well as the NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 2023), and other safety regulations such as the Uniform Fire Code, California Fire Code, and California Health and Safety Code as described in Chapter 3.0 of the EA and **Appendix S**. Due to the existing at-grade configuration of the E Line, vehicles exiting the Sheriff's Department driveway currently can only turn right and must complete a U-turn at La Verne Avenue to travel east on 3rd Street. The proposed trench in 3rd Street for the underground guideway transition would eliminate left turns and U-turns at La Verne Avenue. However, a new access road would be constructed across 3rd Street to provide direct access to the Sheriff's Department's driveway. Use of the new access road would be limited to Sheriff's Department vehicles, and it would allow for safe left turns from the Sheriff's Department driveway onto 3rd Street. This would improve emergency access by providing Sheriff's Department vehicles direct access to eastbound 3rd Street. Similarly, eastbound Sheriff's Department vehicles on 3rd Street would be able to turn left directly into the Sheriff's Department driveway which is not currently allowed. LACFD Station 50 is located adjacent to an underground portion of the alignment. The alignment emerges from the underground and transitions to an aerial configuration between Saybrook Avenue and Washington Boulevard. Saybrook Avenue and Gayhart Street would remain open and circulation of these streets would not be affected by the alignment. Operation of the Build Alternative would have no adverse effects on fire, police, or emergency service facilities. Section 3.14, Safety and Security, of the EA further discusses impacts on fire, police, and emergency services.

### Schools

Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of schools within the CFPS Study Area. Most of the schools listed in **Section 6.2.3.2**, with the exception of the Arts in Action Elementary, SIATech Academy South, Griffith STEAM Magnet Middle School, Greenwood Elementary, and Calvary Chapel Christian Academy, are near the underground alignment where the LRT guideway would operate underground and not impact schools. As shown in **Table 6.13**, the Arts in Action Elementary is approximately 180 feet away from the at-grade alignment, SIATech Academy South is approximately 40 feet away from the at-grade alignment, the Griffith STEAM Magnet Middle School is approximately 250 feet away from the Maravilla Crossover, Greenwood Elementary School is approximately 430 feet from the at-grade alignment, and the Calvary Chapel Christian Academy is approximately 300 feet from the at-grade alignment. No physical alterations to any

of the schools would occur. Therefore, operation of the Build Alternative would have no adverse effects on schools.

The Build Alternative would result in the creation of new jobs; however staffing for these new jobs is anticipated to be sourced from the substantial local employment base and residential population in the region per Metro's PLA and CCP. Therefore, operation of the Build Alternative would not result in student population growth. The Build Alternative would potentially encourage growth in surrounding areas, but that growth would be limited to development allowed under local city zoning and land use regulations and approval, which would require development to be consistent with local general plans and transit oriented development policies. Therefore, any growth would be consistent with local polices and requirements, and local growth projections. Any growth not currently planned would not occur without modification of local zoning ordinances and/or general plans. Therefore, 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. Operation of the Build Alternative would have no adverse effects on schools.

## Public Facilities and Local Resources

Operation of the Build Alternative would not require physical acquisition, displacement, alteration, or relocation of public facilities or local resources. Access to the East Los Angeles Civic Center and Library, the Chet Holifield Library, or the Citadel Outlets Mall would be maintained. As discussed previously, the trench guideway along 3rd Street would eliminate left turns, U-turns, and pedestrian crossings at La Verne Avenue. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. This could adversely impact access to and from East Los Angeles Civic Center and Library for neighborhoods to the south of 3rd Street. To facilitate traffic movement to and from La Verne Avenue, 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. There is also an entrance to the facilities from Mednick Avenue north of Washington Boulevard. Additionally, a new high-visibility crosswalk east of La Verne would be constructed to provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue to facilities, such as the East Los Angeles Civic Center and Library. Thus, operation of the Build Alternative would have no adverse effects on public facilities and local resources.

The Build Alternative does not include construction of any new housing and, therefore, would not result in population growth and increased demand for libraries or other public facilities. While the Build Alternative would potentially encourage growth in surrounding areas, that growth would be contingent upon local city zoning regulations and the demand for these facilities is not anticipated to greatly change or require the need for new or expanded facilities. Additionally, the Build Alternative would result in the creation of new jobs; however, there is a substantial local employment base and residential population in the region to fill any operations-related jobs. Local hire provisions under Metro's PLA and CCP would be required for the Project. Therefore, operation of the Build Alternative would not result in population growth.

The Build Alternative would construct new transit stations in areas near libraries, other public facilities, and the Citadel Outlets Mall, which would enable transit riders to visit these facilities. Despite the introduction of the stations and possible increase in visitors to libraries and other public facilities in the CFPS Study Area, it is unlikely that the user demand for libraries and other public facilities would

increase so greatly as to require construction or alterations to maintain acceptable services to the public. Transit ridership is driven primarily by weekday commuting and, although a minor share of transit riders may visit surrounding public facilities or the Citadel Outlets Mall, the demand for these facilities is not anticipated to greatly change or require the need for new or expanded facilities. Thus, operation of the Build Alternative would have no adverse effects on public facilities and local resources.

#### 7.2.2.1.4 Maintenance and Storage Facility

No recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation of MSF Site 1, 2, or 3. The MSF would involve acquiring non-residential parcels zoned for industrial and commercial uses. The MSF does not include construction of any new housing and, therefore, would not bring in new residents to the area and increase the demand for parks and recreational facilities. Additionally, the MSF would result in the creation of new jobs; however, there is a substantial local employment base and residential population in the region to fill any operations-related jobs. Local hire provisions under Metro's PLA and CCP would be required for the Project. Therefore, operation of the MSF would not result in population growth. As a component of the Build Alternative, the MSF would support Metro's goal in the Strategic Plan to prioritize transit to parks investments that serve Communities of Interest. Thus, operation of the MSF would have no adverse effects on parks.

Operation of the MSF would not require any physical acquisition, displacement, alteration, or relocation of corridor recreation within the region, nor lead to an increase in use of these facilities. Thus, operation of the MSF would have no adverse effects on corridor recreation.

The MSF would not require any physical acquisition, displacement, alteration, or relocation of fire, police, or emergency service facilities; schools; or public facilities or local resources, as discussed in **Section 6.2.3**. LACFD Station 50 is located just over 400 feet west of MSF Site 3, adjacent to an underground portion of the alignment. The LRT would access MSF Site 3 where the alignment transitions to an aerial configuration between Saybrook Avenue and Washington Boulevard where it would not affect the street system. Saybrook Avenue and Gayhart Street would remain open and circulation and vehicle movement would not be affected. The primary vehicle entrance to the MSF would be on Gayhart Steet and would not impede access to Fire Station 50. The MSF does not include any residential units, and therefore, operation of the MSF would not induce any population changes. Thus, operation of the MSF would have no adverse effects on fire, police, or emergency service facilities; schools; or public facilities or local resources.

### 7.2.2.2 Construction Impacts

#### 7.2.2.2.1 Parks

Construction would not increase use of the parks or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction would not result in population growth that would increase existing demand for park facilities. Additionally, local hire provisions under Metro's PLA and CCP would be required for the Build Alternative.

Construction activities could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks.

Intermittent sidewalk and lane closures and detours could inhibit access to recreational facilities. However, as identified in NPM TRA-2 in **Appendix O**, standard practices, including timing closures, would minimize disruptions to the public. As identified in NMM TRA-2, the development of a Traffic Management Plan for construction activities would ensure that mobility and access to local facilities are maintained. Therefore, access to existing facilities, including Chet Holifield Park and Belvedere Park Lake, would be maintained. Development of a Traffic Management Plan would include coordination with affected jurisdictions along the route, which would include, but not be limited to, Los Angeles County Department of Parks and Recreation. Detours would provide safe access around the construction areas, and access to parks and recreational facilities would remain available. As discussed in **Appendix F**, **Appendix L**, and **Appendix N**, these impacts would not be adverse with implementation of standard control measures and noise and vibration mitigation measures. Thus, construction of the Build Alternative would result in no adverse effects on parks.

#### 7.2.2.2.2 Corridor Recreation

There is no corridor recreation within the CFPS Study Area. The limits of construction are approximately 1,600 feet from the Rio Hondo Spreading Grounds and Multi-Use Trails. Given the distance and presence of intervening development, temporary nuisances associated with construction such as intermittent increases in noise, dust, and odors are not anticipated to affect the use and physical quality of adjacent corridor facilities. Traffic congestion resulting from construction traffic could potentially delay access to the trails from Washington Boulevard. However, access would remain available from other locations along the corridor. Further, as identified in NPM TRA-2 in **Appendix O**, Metro standard practices shall include timing closures to minimize disruptions to the public, and as identified in NMM TRA-2, the development of a Traffic Management Plan for construction activities would ensure that mobility and access to local facilities are maintained. Development of a Traffic Management Plan will include coordination with affected jurisdictions along the route, which would include, but not be limited to, Los Angeles County Department of Parks and Recreation. Detours would provide safe access around the construction areas, and access to the corridor recreation would remain available. As discussed in **Appendix F**, **Appendix L**, and **Appendix N**, these impacts would not be adverse with implementation of standard control measures and transportation and noise and vibration mitigation measures. Thus, construction of the Build Alternative would have no adverse effects on corridor recreation.

#### 7.2.2.2.3 Other Community Facilities

##### Fire, Police, and Emergency Services

Temporary nuisances associated with construction such as intermittent increases in noise, dust, and odors are not anticipated to affect the use and physical quality of the fire, police, or emergency service facilities. Construction traffic could potentially result in traffic delays, which could hinder access to these facilities. However, as identified in NPM TRA-2 in **Appendix O**, Metro standard practices shall include timing closures to minimize disruptions to the public, and as identified in NMM TRA-2, the development of a Traffic Management Plan for construction activities would ensure that mobility and access to local facilities are maintained. Primary safety concerns of the Build Alternative include the possibility of fire, first responder access, and emergency egress. The Build Alternative would include safety design features to allow for safe egress from the Build Alternative during emergencies, such as emergency lighting, standpipes on aerial structures, emergency egress stairs on the aerial structure, and emergency ventilation in tunnels in compliance with the MRDC's Rail Fire Life Safety Design Criteria as well as the

NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 2023), and other safety regulations such as the Uniform Fire Code, California Fire Code, and California Health and Safety Code as described in Chapter 3.0 of the EA and **Appendix S**, Regulatory Setting Summary. Thus, construction of the Build Alternative would have no adverse effects on fire, police, or emergency service facilities. Section 3.14 of the EA discusses impacts on fire, police, and emergency services.

## Schools

Construction of the Build Alternative would not result in substantial changes to the existing population as construction jobs are temporary. There is already a substantial employment base and residential population in the region to fill any construction-related jobs. Additionally, local hire provisions under Metro's PLA and CCP would be required for the Project. Therefore, construction would not result in population growth and increased demand for schools.

Construction of the Maravilla Crossover would occur approximately 250 feet away from the Griffith STEAM Magnet Middle School. Additionally, construction of the Build Alternative would occur approximately 180 feet away from Arts in Action Elementary and approximately 40 feet away from the SIATech Academy South school. A train control house with electric power switches and auxiliary power room would be constructed at a vacant lot owned by Metro on the south side of the 3rd Street between Arizona Avenue and Mednik Avenue, adjacent to an existing traction power substation. At this distance, daytime construction noise would not exceed FTA limits and would not result in adverse effects on these schools. See **Appendix L.**

Construction activities could result in temporary nuisances associated with intermittent increases in noise, dust, odors, and traffic delays, which could affect school use. However, construction-related air quality emissions are not expected to exceed *de minimis* levels and no adverse effects would occur (refer to **Appendix F**). Noise and vibrational impacts during construction would be reduced with implementation of measures as set forth by NPM NOI-2 and mitigated with implementation of NMM NOI-1 through NMM NOI-10 and NMM NOI-13 through NMM NOI-14 (refer to **Appendix L**). As identified in NPM TRA-2 in **Appendix O**, Metro standard practices include timing closures to minimize disruptions to the public, and as identified in NMM TRA-2, the development of a Traffic Management Plan for construction activities would ensure that mobility and access to local facilities are maintained. As discussed in **Appendix F**, **Appendix L**, and **Appendix N**, these impacts would not be adverse with implementation of standard control measures and noise and vibration mitigation measures. Thus, construction of the Build Alternative would have no adverse effects on schools.

## Public Facilities and Local Resources

Construction of the Build Alternative would not result in substantial changes to the existing population in the region as construction jobs are temporary. There is a substantial employment base and residential population in the region to fill any construction-related jobs. Public library services would be open and accessible during construction. The East Los Angeles Civic Center and East Los Angeles Library are immediately adjacent to 3rd Street where the Build Alternative would tie into the existing at-grade guideway at the east end of the East Los Angeles Civic Center Station. The Chet Holifield Library is at Greenwood Avenue and Frankel Avenue, south of the proposed at-grade Greenwood station. The Citadel Mall is south of the underground alignment under Smithway Street. Construction activities would not result in any loss of access to the parking areas and/or building entrance of these facilities.

Despite some potential construction-related lane and sidewalk closures during business hours, access to the libraries would be maintained with implementation of NPM TRA-2 and NMM TRA-2, and the libraries would be able to maintain services throughout the construction phase of the Build Alternative. Additionally, as discussed in **Appendix L**, noise and vibrational impacts during construction would be reduced with implementation of measures as set forth by NPM NOI-2 and mitigated with implementation of NMM NOI-1 through NMM NOI-10 and NMM NOI-13 through NMM NOI-14. Thus, there would be no adverse effects on public facilities and local resources.

#### 7.2.2.2.4 Maintenance and Storage Facility

Employment required for construction of the MSF would be temporary and would not result in population growth that would increase existing demand for park facilities. Additionally, local hire provisions under Metro's PLA and CCP would be required for the Project. Thus, construction of the MSF would have no adverse effects on parks.

Temporary nuisances associated with construction such as intermittent increases in noise, dust, and odors are not anticipated to affect the use and physical quality of the fire, police, or emergency service facilities. Construction of MSF Sites 1 and 2 would require temporary full or partial closures of roadways, such as full closure of Acco Street for MSF Site 1 and lane closures on Yates Avenue for MSF Site 2. Construction of MSF Site 3 would not require the closure of any primary vehicle routes critical to circulation within a community or between communities. Access to nearby properties would be maintained throughout the course of construction, and alternative routes would be available for any streets requiring a closure (e.g., use of Acco Street would be routed to Flotilla Street or Washington Boulevard for MSF Site 1) as set forth in NPM TRA-4. Two lanes of traffic in each direction along the local roadways would allow unimpeded access for fire, police, and emergency service vehicles. Construction activities would not introduce any significant hazards that would necessitate additional emergency resources or facilities, as the construction activities would be consistent with existing industrial activities. Thus, construction of the Build Alternative would have no adverse effects on fire, police, and emergency service facilities.

Construction of the MSF would not result in substantial changes to the existing population as construction jobs are temporary, and thus would not increase student population. Thus, construction of the MSF would have no adverse effects on schools. Temporary nuisances associated with construction such as intermittent increases in noise, dust, and odors are not anticipated to affect the use and physical quality of school facilities. As required by NMM TRA-2, the development of a Traffic Management Plan for construction activities would ensure that mobility and access to local facilities are maintained. As identified in NPM TRA-4, site access to the MSF and surrounding properties would be retained and meet design requirements during construction. Thus, construction of the Build Alternative would have no adverse effects on schools.

Construction of the MSF would be temporary and would not result in a substantial change to the existing population. As set forth in NPM TRA-4, alternative routes would be available for streets requiring closures, such as Yates Avenue for MSF Site 2, and access to the libraries would be maintained. Thus, there would be no adverse effects on public facilities and local resources.

# 8.0 PROJECT MEASURES AND MITIGATION MEASURES

## 8.1 Project Measures

Project measures are design features, BMPs, or other measures required by law, including permit approvals, that are applicable to the Build Alternative. The Build Alternative would adhere to the following project measures.

NPM TRA-1 shall be implemented during operation of the Build Alternative to address pedestrian and vehicle safety and NPM TRA-2 shall be implemented during project construction of the Build Alternative to address pedestrian and vehicle safety. NPM TRA-3 and NPM TRA-4 identify that site access to the MSF and surrounding properties will be retained and meet design requirements during operation and construction (respectively). NPM TRA-1 through NPM TRA-4 are presented in **Appendix O**. NPM NOI-2 identify measures to reduce noise and vibrational impacts during construction. Noise and vibration measures are presented in **Appendix L**. NPM EFI-1 requires development of Metro-owned properties to adhere to the Metro Joint Development and Transit Oriented Communities Policy. NPM EFI-1 would require the project contractor to comply with Metro's targeted hiring requirements. NPM EFI-1 is presented in **Appendix I**.

## 8.2 Mitigation Measures

The following mitigation measures are actions required to reduce the adverse effects(s) identified in this Community Impacts Assessment to no adverse effect.

NMM TRA-1 shall be implemented during operation of the Build Alternative. At the intersection of Garfield Avenue and Washington Boulevard, 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. NMM TRA-2 shall be implemented during construction of the Build Alternative to require development of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners. NMM TRA-1 and NMM TRA-2 are presented in **Appendix O**.

NMM NOI-1 through NMM NOI-10, NMM NOI-13, and NMM NOI-14 shall be implemented during construction of the Build Alternative to mitigate noise and vibration impacts. Noise and vibration measures are presented in **Appendix L**.

# 9.0 PREPARERS QUALIFICATIONS

| Name | Title | Education | Experience (Years) |
|---|---|---|---|
| Beck Frei | Transportation Planner | University of Southern California - Masters, Planning | 5 |
| Juan Ramirez | Environmental Planner | MS – Environmental Studies, California State University, 2010<br>BS – Urban and Regional Planning, California State Polytechnic University, 2007 | 17 |

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