Los Angeles County
Metropolitan Transportation Authority

Appendix K Land Use and Planning Impacts Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 2022

Metro

Appendix K

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Prepared for:
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Acronyms

2020 RTP/SCS	Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
ADA	Americans with Disabilities Act
BNSF	Burlington Northern Santa Fe
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
DSA	detailed study area
EIR	Environmental Impact Report
FLM	first/last mile
GHG	greenhouse gas
GSA	general study area
I	Interstate
IOS	Initial Operating Segment
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRVs	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSE	mechanically stabilized earth
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices
OCS	overhead catenary system
PIH	Presbyterian Intercommunity Hospital
Project	Eastside Transit Corridor Phase 2 Project

ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SR	State Route
TBM	tunnel boring machine
TOC	transit oriented communities
TOD	transit oriented development
TPSS	traction power substation
VMT	vehicle miles traveled

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to land use and planning. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. This study was conducted in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative.

The Project area of analysis includes a general study area (GSA) that is regional in scope and scale and a detailed study area (DSA) that encompasses an approximately two-mile area from the Project alignment in eastern Los Angeles County. Additionally, specialized study areas were developed, where applicable, within each environmental impact category. All specialized study areas are contained within the GSA. The study area for land use and planning is the GSA.

A diverse mix of land uses are located within the GSA and DSA, 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 Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.

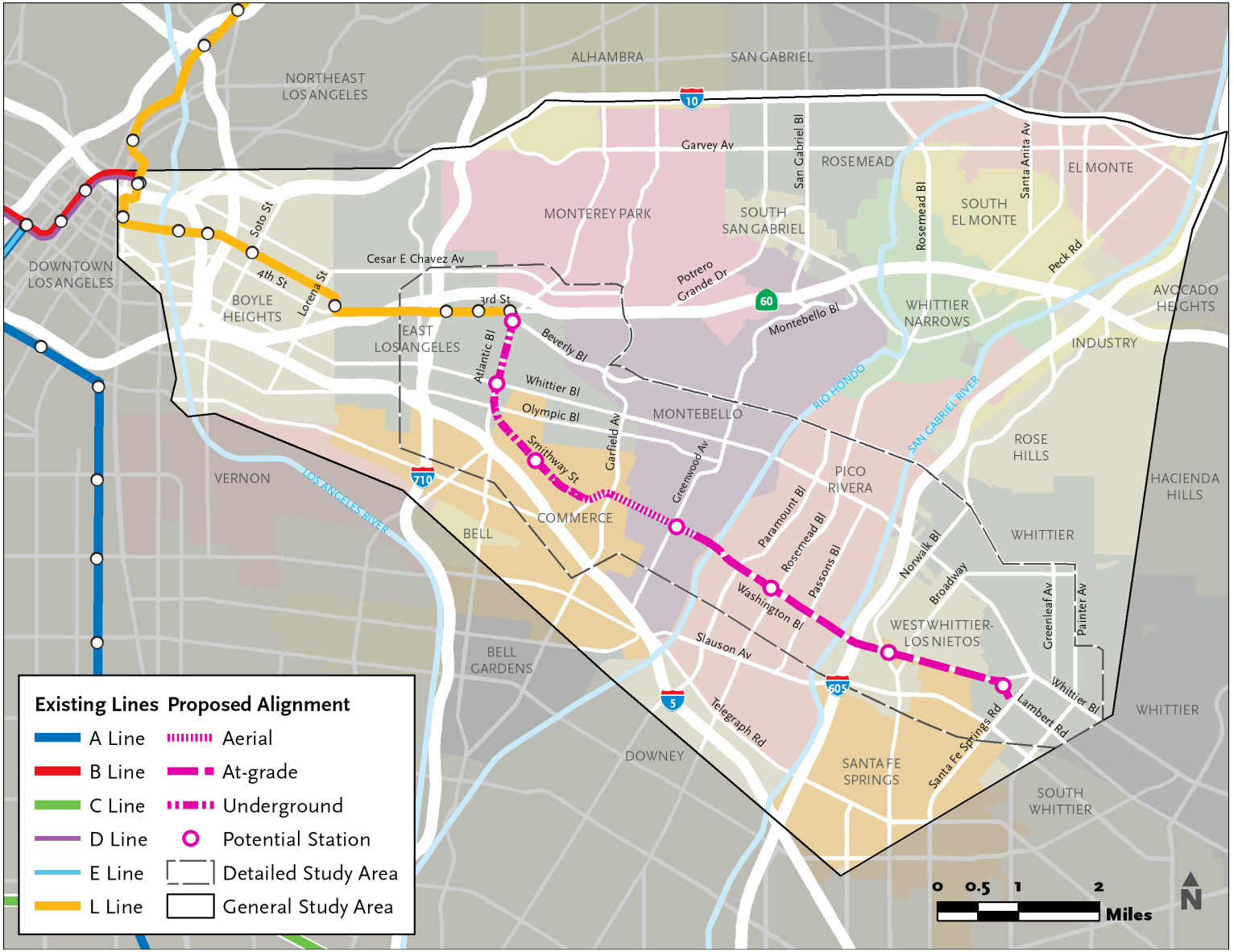
2.0 PROPOSED PROJECT AND ALTERNATIVES

2.1 Project Setting and Description

This impacts report evaluates potential environmental impacts of three Build Alternatives and a No Project Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3).

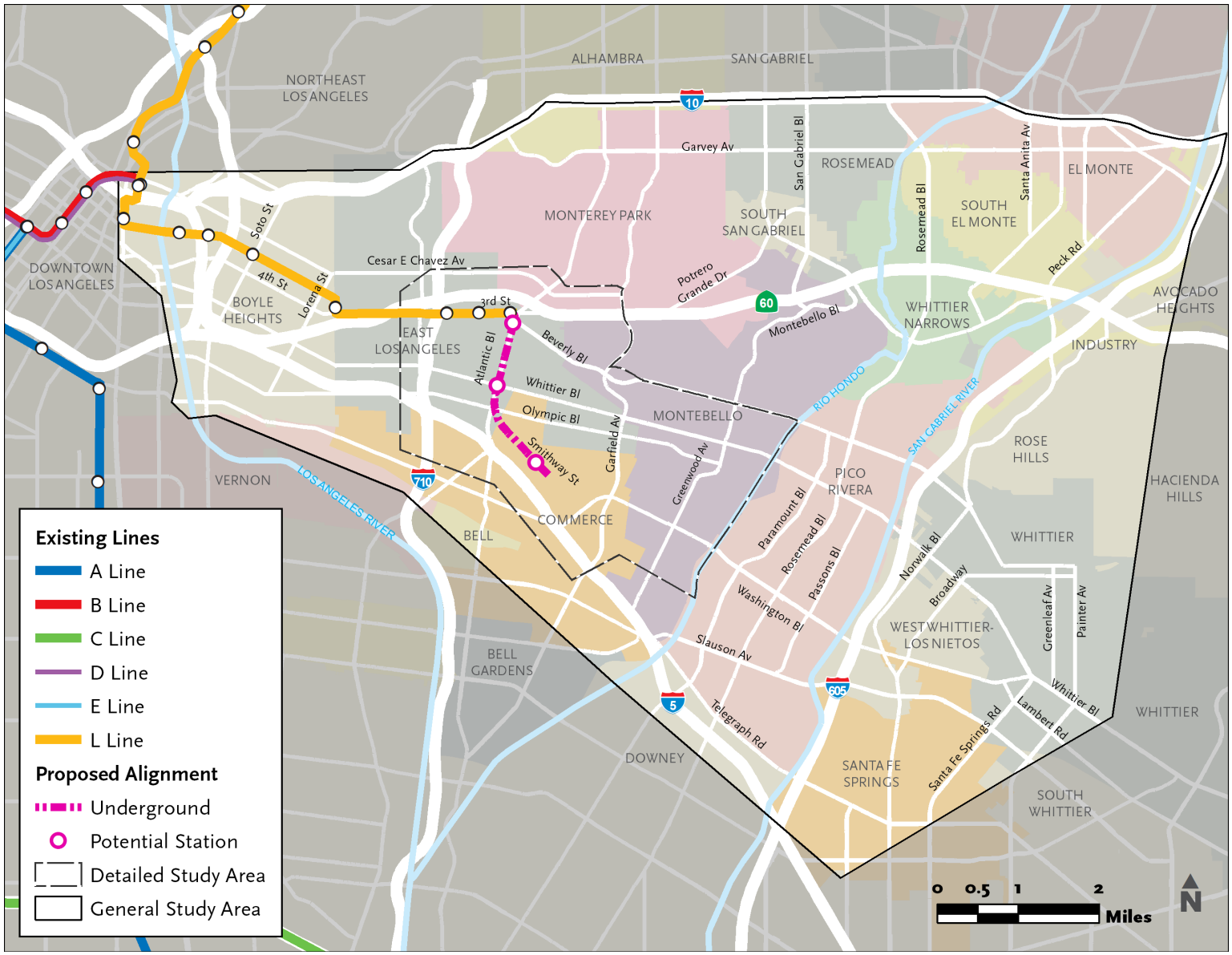
For purposes of describing the Project, two study areas have been defined. The GSA is regional in scope and scale, whereas the DSA encompasses an approximately two-mile area from the Project alignment's centerline. The GSA is the same for all three of the Build Alternatives. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, or employment. The GSA consists of several jurisdictions within Los Angeles County including the cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley. It is generally bounded by Interstate (I) 10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. **Figure 2.1**, **Figure 2.2**, and **Figure 2.3** present the boundaries of the GSA for each of the three Build Alternatives.

The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Build Alternatives. The DSA for Alternative 1 Washington generally includes the area within a half-mile to two-mile distance from the guideway centerline, as shown in **Figure 2.1**. It encompasses five cities, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and communities of unincorporated East Los Angeles and Whittier-Los Nietos. The DSA for Alternative 2 Atlantic to Commerce/Citadel IOS and Alternative 3 Atlantic to Greenwood IOS, does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.1. Alternative 1 Washington GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA

Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

2.2 Build Alternatives

This impacts report evaluates the potential environmental impacts of three Build Alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the "base Alternative" (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). The three Build Alternatives and the design options are described in greater detail below.

2.2.1 Alternative 1 Washington

Alternative 1 would extend the Metro L (Gold) Line LRT approximately 9.0 miles east from the current at-grade station at Atlantic Boulevard to an at-grade terminus at Washington Boulevard/Lambert Road in the city of Whittier. This alternative would include a relocated/reconfigured Atlantic station in an underground configuration and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial), Rosemead (at-grade), Norwalk (at-grade), and Lambert (at-grade). The base Alternative 1 alignment would transition from the existing at-grade alignment to an underground configuration and would transition to an aerial configuration in the city of Commerce before transitioning to at-grade at Montebello Boulevard. The alignment includes approximately 3.0 miles of tunnel, 1.5 miles of aerial, and 4.5 miles of at-grade alignment.

The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway.

An MSF and other ancillary facilities would also be constructed as part of the Project, including overhead catenary system (OCS), cross passages, ventilation structures, traction power substation (TPSS) sites, crossovers, emergency generators, radio tower poles and equipment shelters, and other supporting facilities along the alignment.

Two design options for Alternative 1 are described below.

2.2.1.1 Guideway Alignment

Under Alternative 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center median of Washington Boulevard at Gayhart Street (Montebello MSF site option). The alignment would maintain an aerial configuration then transition to an at-grade configuration east of Carob Way and would remain at-grade in the center of Washington Boulevard. The at-grade alignment would terminate at Lambert station in the city of Whittier.

2.2.1.1.1 Design Options

The following design options are being considered for Alternative 1:

Atlantic/Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy (**Figure 2.4**). This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation.

This option would also impact the guideway alignment and location of the tunnel boring machine (TBM) extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The alignment would connect with the base Alternative 2 alignment just north of the proposed Atlantic/Whittier station. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street. Limits for the excavation would occur between the TBM extraction pit and the intersection of Pomona Boulevard and Beverly Boulevard.

Montebello At-Grade Option – This design option consists of approximately one mile of at-grade guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until terminating near Lambert Road in the city of Whittier. This design option includes an at-grade Greenwood station located west of Greenwood Avenue. The lead tracks to the MSF site option would also be at-grade. Alternative 1 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 5.5 miles of at-grade alignment.

Source: Metro; ACE Team, June 2022.

Figure 2.4. Atlantic/Pomona Station Option

2.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Alternative 2 would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with lead tracks connecting to the Commerce MSF site option. Alternative 2 would include a relocated/reconfigured Atlantic station and two new stations: Atlantic/Whittier (underground), and Commerce/Citadel (underground). The base Alternative 2 alignment includes approximately 3.0 miles of underground, 0.1 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

2.2.2.1 Guideway Alignment

Under Alternative 2, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. The alignment would terminate at the Commerce/Citadel station with non-revenue lead tracks connecting to the Commerce MSF site option.

2.2.2.1.1 Design Option

One design option, the Atlantic/Pomona Station Option described in **Section 2.2.1.1.1** and shown on **Figure 2.4** is being considered for Alternative 2.

2.2.3 Alternative 3 Atlantic to Greenwood IOS

Alternative 3 would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial terminal station at the Greenwood station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

Two design options for Alternative 3 are described below.

2.2.3.1 Guideway Alignment

Under Alternative 3, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center media of Washington Boulevard at Gayhart Street (Montebello MSF site option). The aerial guideway would terminate at the Greenwood station in the city of Montebello.

2.2.3.1.1 Design Option

Two design options described in **Section 2.2.1.1.1**, the Atlantic/Pomona Station Option and the Montebello At-Grade Option are being considered for Alternative 3. Alternative 3 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

2.3 Maintenance and Storage Facilities

The Project has two MSF site options: the Commerce MSF site option and the Montebello MSF site option. One MSF site option would be constructed. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Commerce MSF site option is located in the city of Commerce, and the Montebello MSF site option is located in the city of Montebello. The Commerce MSF site option is located where it could support any of the three Build Alternatives. The Montebello MSF site option is located where it could support either Alternative 1 or Alternative 3.

2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown in a dashed line on **Figure 2.5**, the guideway alignment with the Commerce MSF site option would daylight from an underground to aerial configuration west of the intersection of Gayhart Street

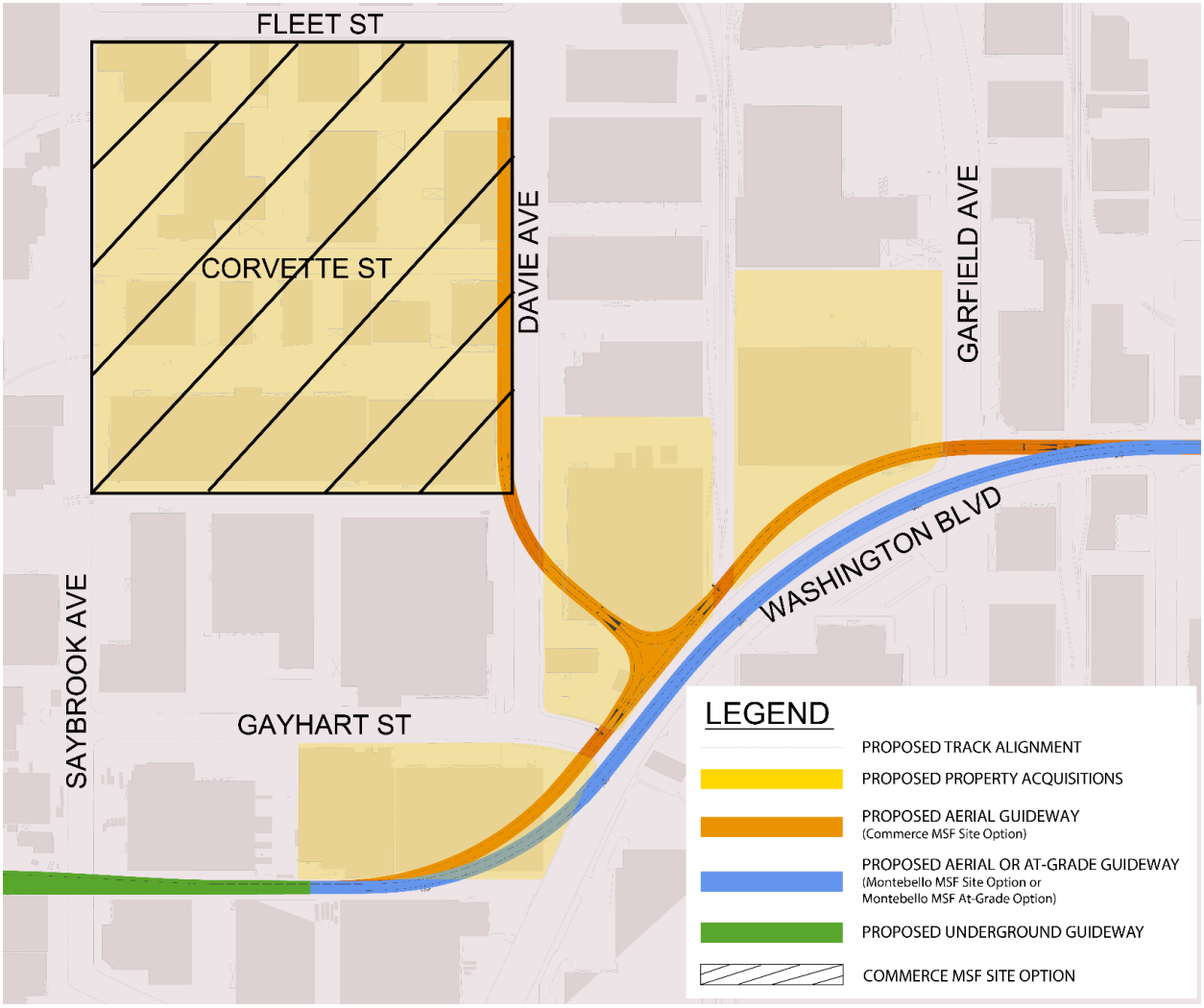
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition to at-grade within the MSF after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street would be permanently closed between Saybrook Avenue and Davie Avenue. Corvette Street is an undivided two-lane road and is functionally classified as a local street under the California Road System. The facility would accommodate storage for approximately 100 LRVs.

2.3.2 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown on in a solid line on **Figure 2.5**, as with the Commerce MSF site option, the guideway alignment with the Montebello MSF site option would daylight from an underground to an aerial configuration west of intersection of Gayhart Street and Washington Boulevard. The alignment would be located further east than the alignment with the Commerce MSF site option. The aerial guideway for the Montebello MSF site option would transition to the median of Washington Boulevard at Gayhart Street. Columns that would provide structural support for the aerial guideway would be installed in the median of Washington Boulevard and would require roadway reconfiguration and striping on Washington Boulevard.

The lead tracks would be in an aerial configuration from Washington Boulevard, parallel S. Vail Avenue, and then transition to at-grade as it approaches the MSF. The facility would accommodate storage for approximately 120 LRVs.

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF. This design option would be necessary if the Montebello At-Grade Option is selected under Alternative 1 or Alternative 3. In this design option, the lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF site option. For this design option, through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.



Source: Metro; ACE Team, January 2022.

Figure 2.5. Montebello MSF S-Curve Alignment

2.4 Ancillary Facilities

The Build Alternatives would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and an MSF. Alternatives 1, 2, and 3 would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The alignment for Alternative 1 and Alternative 3 would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

2.5 Proposed Stations

The following stations would be constructed under Alternative 1:

- Atlantic (Relocated/Reconfigured) – The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
    - Atlantic Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this 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.
- 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.
- Greenwood – This station would be aerial with a side platform located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.
    - Under the Montebello At-Grade Option, Greenwood station would be an at-grade station located west of the intersection at Greenwood and Washington Boulevard.
- Rosemead – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards.
- Norwalk – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards.
- Lambert – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard.

Alternative 2 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations as described above.

Alternative 3 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations as described above.

Station amenities would include items in the Metro Systemwide Station Standards Policy (Metro 2018) such as station pin signs, security cameras, bus shelters, benches, emergency/information telephones, stairs, map cases, fare collection, pedestrian and street lighting, hand railing, station landscaping, trash receptacles, bike racks and lockers, emergency generators, power boxes, fire hydrants, and artwork. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be ADA-compliant and also have bicycle and pedestrian connections. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase.

2.6 Description of Construction

Construction of the Project would include a combination of elements dependent upon the locally preferred alternative. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; an MSF; and construction of other ancillary facilities. Alternative 1 would include construction of bridge replacements over the San Gabriel and Rio Hondo Rivers.

In addition to adhering to regulatory compliance, the development of the Project 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 (BMP). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction of the Project is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. 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. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF site options. Construction staging areas would be used to store building materials, construction equipment, assemble the TBM, temporary storage of excavated materials, and serve as temporary field offices for the contractor.

2.7 Description of Operations

The operating hours and schedules for Alternatives 1, 2, and 3 would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro L (Gold) Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2.8 No Project Alternative

The No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS). The No Project Alternative includes existing projects from the regional base year (2019) and planned regional projects in operation in the horizon year (2042).

3.0 REGULATORY FRAMEWORK

3.1 Federal

There are no federal policies and regulations that are directly applicable to the land use impacts analysis; however, federal permitting would be required for construction at the San Gabriel River and the Rio Hondo tributary of the Los Angeles River. Structural features, fill near levees, or other flood control facilities would require permits and/or approval from the United States Army Corps of Engineers and may be subject to specific flood-related regulations. Regulations governing development within flood control facilities are discussed in the Eastside Transit Corridor Phase 2 Hydrology and Water Quality Impacts Report.

3.2 State

3.2.1 California Government Code Section 65300 - 65303.4

California Government Code Section "Authority for and Scope of General Plans" [65300 - 65303.4] requires that each city adopt a General Plan with eight mandatory elements to guide the city's long-term growth. The code states:

> *Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.*

Mandatory elements dictated in Section 65302 and required for each city's general plan are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

3.3 Regional

3.3.1 Southern California Association of Governments

SCAG is the designated Metropolitan Planning Organization for the six-county region, consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG works with local governments and stakeholders to develop transportation and land use strategies that help the region achieve state greenhouse gas (GHG) emission reduction goals and federal Clean Air Act

requirements, preserve open space areas, improve public health and roadway safety, support goods movement industry, and utilize resources more efficiently.

In September 2020, the SCAG Regional Council adopted the 2020 RTP/SCS. The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes an implementation plan for future transportation investments over the next 25 years—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges.

SCAG adopted a set of goals and guiding policies that focus on coordinating land use and transportation decisions and promoting sustainable growth. The 2020 RTP/SCS identified the following goals:

- Goal 1: Encourage regional economic prosperity and global competitiveness
- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system
- Goal 4: Increase person and goods movement and travel choices within the transportation system
- Goal 5: Reduce GHG emissions and improve air quality
- Goal 6: Support healthy and equitable communities
- Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel
- Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options
- Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats

The 2020 RTP/SCS includes the Project in the list of selected transit capital projects that would greatly expand the urban rail network and make transit operations more efficient, effective and accessible while increasing ridership.

3.3.2 Metro

3.3.2.1 Long Range Transportation Plan

The LRTP, titled Our Next LA, was adopted by the Metro Board of Directors on September 24, 2020 and is the first update to the LRTP since 2009. The LRTP provides a vision for transportation in

Los Angeles County through 2047 and aims to address population growth, changing mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment. The LRTP details construction of an additional 100 miles of fixed-guideway transit, investments in arterial and freeway projects to reduce congestion, and construction of regional-scale bicycle and pedestrian projects to increase active transportation. Other efforts detailed in the plan include traffic management practices for congested roadways (e.g., Express Lanes toll lanes), maintaining and upgrading the existing transportation system for all modes, and partnering with local, State, and federal agencies, and the private sector. Our Next LA includes transit and highway improvements funded by Measure M, as well as expansions of off-peak transit service, of the active transportation network, and of programs such as Express Lanes, partnerships to provide bus only lanes and freight management policies, and bold policy proposals, including free transit, faster bus trips, and sub-regional congestion pricing.

The LRTP identifies five goals:

- 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
- Transform Los Angeles County through regional collaboration and national leadership
- Provide responsive, accountable, and trustworthy governance within the Metro organization

3.3.2.2 Active Transportation Strategic Plan

The *Metro Active Transportation Strategic Plan* was adopted by the Metro Board of Directors on May 26, 2016, and is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The plan is focused on improving first/last mile (FLM) access to transit with a regional network of active transportation facilities, including shared-use paths and on-street bikeways with funding strategies to implement improvements. The plan also provides guidance to Metro and partner organizations in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the 2020 RTP/SCS and future planning efforts, and to engage local government and other stakeholders to identify key regional significant active transportation projects and programs within Los Angeles County.

The plan's goals include:

- Improve access to transit
- Establish active transportation modes as integral elements of the countywide transportation system
- Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle & pedestrian activity
- Promote multiple clean transportation options to reduce criteria pollutants and GHG emissions, and improve air quality

- Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives

- Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation

3.3.2.3 Countywide Sustainability Planning Policy

The *Metro Countywide Sustainability Planning Policy and Implementation Plan*, adopted in December 2012, is intended to make sustainability efforts a critical feature of Metro's work. The plan provides a framework that builds upon federal, state, regional and local sustainability plans and policies. The plan's ultimate goal is to develop and maintain a transportation system that improves residents' health, stimulates economic development, and enhances the environment. Policies were developed for specific areas defined by their land use characteristics and VMT, referred to as "Accessibility Clusters." The Build Alternatives would fall into Cluster A and Cluster B – auto-oriented communities with low to moderate residential density, low job centrality, and high VMT. The plan contains the following goals and policies relevant to the Project:

- Universal Policy I: Promote regional compliance with state climate change law by supporting SCAG's efforts to implement the regionally-adopted, land-use and transportation vision in the 2020 RTP/SCS, and encourage local jurisdictions to adopt supportive local policies. (Metro does not have jurisdiction over land use, but can advance regionally adopted land-use strategies through incentive programs, like transit oriented development [TOD] planning grants, and supportive transportation investments).

- Universal Policy VI: Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, incorporating neighborhood traffic calming, reducing set-backs, and breaking up superblocks in new or (re)development projects, among other strategies.

- Universal Policy XII: Pursue opportunities to realize appropriately-scaled, transit oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs, and the promotion of supportive local policies (e.g., TOD ordinances, land use and zoning changes, general plan updates).

- Cluster A or Cluster B I: Support use of green modes through development and sponsorship of facilities and services promoting safe active transportation, rideshare, transit, and low impact vehicles.

- Cluster A or Cluster B II: Support local governments in planning and development activities that result in TOD at select locations and neighborhood-oriented development, focusing on mixed use centers.

- Cluster A III or Cluster B IV: Provide and encourage transit services reflecting area densities and design characteristics, focusing on commute and lifeline services to employment centers, key corridors, and feeder services.

3.3.2.4 Complete Streets

In 2014, Metro adopted the Complete Streets Policy, to improve mobility in the region by developing a multi-modal transportation network that is safe, convenient, and accessible for all users. Goals relevant to the Project are:

- Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users
- Maximize multi-modal benefits and efficiencies
- Improve safety for all users on the transportation network
- Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users
- Establish active transportation improvements as integral elements of the countywide transportation system
- Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices

3.3.2.5 Transit Oriented Communities

Metro adopted a transit oriented communities (TOC) Policy in 2018 and a TOC Implementation Plan in 2020 that supports land use planning and community development policies that maximize access to transit and acknowledges mobility as an integral part of the urban fabric. TOCs promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and FLM facilities that support ridership and reduce auto dependency.

3.3.2.6 First/Last Mile

Metro FLM policies and activities are captured and described in the FLM Guidelines adopted by the Metro Board in May 2021. In addition to the Guidelines themselves, policies include Metro Board Motion 14.1 (May 2016) and 14.2 (June 2016). Collectively these policies describe a process and set of roles whereby Metro initiates station access improvements through planning stages and provides various incentives and assistance for local agencies to deliver planned improvements. FLM efforts focus on streetscape elements that improve access, safety, and user experience for people on foot, bike, or other rolling modes as the predominant means that riders use to access the Metro systems.

3.3.3 Los Angeles County

The *Los Angeles County 2035 General Plan*, adopted in October 2015, is intended to guide the long-range growth and development of the County, including unincorporated areas of Los Angeles County, through 2035. The area along Atlantic Boulevard and at the Norwalk Boulevard intersection is within unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos). The county-

wide land use element focuses on pedestrian-friendly and community-serving uses that encourage walking, bicycling and transit use. The applicable land use policies include:

- Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts
- Policy LU 4.3: Encourage TOD in urban and suburban areas with the appropriate residential density along transit corridors and within station areas
- Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce VMT
- 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
- Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit

The county-wide Mobility Element supports more emphasis on viable modes of transportation and its expansion to satisfy travel needs and reduce vehicle trips. Mobility Element policies and other applicable mobility policies include:

- 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 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible
- Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations
- Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops
- Goal M 4.0: An efficient multimodal transportation system that serves the needs of all residents
- Policy M 4.1: Expand transportation options that reduce automobile dependence
- Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input
- 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 4.6: Support alternatives to level of service standards that account for a multimodal transportation system
- Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks
- Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network
- Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity
- Policy M 4.14: Coordinate with California Department of Transportation (Caltrans) on mobility and land use decisions that may affect state transportation facilities
- Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs
- Goal M 5.0: Land use planning and transportation management that facilitates the use of transit
- Policy M 5.1: Facilitate transit oriented land uses and pedestrian oriented design, particularly in the FLM connections to transit, to encourage transit ridership
- Policy M 5.3: Maintain transportation ROW corridors for future transportation uses, including bikeways, or new passenger rail or bus services
- Policy M 6.6: Preserve property for planned roadway and railroad ROWs, marine and air terminals, and other needed transportation facilities
- Goal M 7.0: Transportation networks that minimizes negative impacts to the environment and communities

Noise Element policies applicable to land use and land development include:

- Policy N 1.8: Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks
- Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses

3.3.3.1 East Los Angeles

The *Los Angeles County 2035 General Plan* includes area-wide, community plans that focus on local issues of unincorporated communities. Atlantic Boulevard is located within the planning area of the *East Los Angeles Community Plan.* Adopted in 1988, this plan establishes a framework of goals, policies, and programs designed to provide guidance to those making decisions affecting the allocation of resources and the pattern, density, and character of development in East Los Angeles. Applicable

goals of the plan include improving local transit and circulation, increasing economic growth, and job creation with priority to jobs accessible by public transportation. Related policies include:

- LU 2.0: Encourage rehabilitation of existing commercial uses and development of new commercial infill along the major corridors (Whittier, Olympic and Atlantic Boulevards) where commercial uses are designated on the Land Use Plan map and where transportation and other municipal services can support development
- LU 12.0: Develop a specific plan for the Whittier Boulevard corridor to address land use, parking, design and development criteria
- C/T 7.0: Improve the local public transit to more closely serve the needs of the people

3.3.3.2 Step by Step LA County: Pedestrian Plans for Unincorporated Communities

Step by Step Los Angeles County, adopted in 2019, is a master plan for pedestrian safety in Los Angeles County. It includes Community Pedestrian Plans for unincorporated communities in Los Angeles County, including West Whittier-Los Nietos. The plan provides a policy framework for getting more people walking, making walking safer, and supporting healthy active lifestyles. By enhancing pedestrian connections to transit, the plan is also a key tool to address the mobility needs of low-income households that are typically more transit-dependent or are otherwise relatively less able to afford a car. Strengthening the FLM connection between walking and transit helps families minimize transportation cost-burdens by making it easier to choose transit over driving. The plan contains the following goal relevant to land use.

- Goal 3: Connectivity: Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community
    - Policy C-1: Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.

3.3.4 Local

The DSA includes portions of five local jurisdictions: the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The following is a summary of the land use elements of each jurisdiction's general plan, including specific plans where applicable.

The general plans outline the overall context for planning decisions, while the specific plans set out additional parameters for development in subareas of the cities. Each jurisdiction also has a zoning code, a set of legal regulations used to implement the policies and land use designations outlined in the general and specific plans. The zoning maps for each jurisdiction in the DSA are provided in **Attachment A**. Applicable city policies related to land use and transportation and circulation are presented herein.

3.3.4.1 Commerce

The *City of Commerce 2020 General Plan*, adopted in January 2008, assures that the city is an active participant in the region's developing mass transit rail system while enhancing the city's industrial and commercial areas. The following community development goals and policies are related to land use and are applicable to the Project:

- Community Development Policy 1.7: The city of Commerce will promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway
- Community Development Policy 2.4: The city of Commerce will continue to preserve and promote the improvement of the existing commercial areas, including the Commerce Center, the Telegraph Road/Washington Boulevard area, the Atlantic/Washington Redevelopment Project Area, the Commerce Business Park, and the commercial properties located along Slauson Avenue
- Community Development Policy 2.9: The city of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways
- Community Development Policy 4.3: The city of Commerce will continue to promote the development of the Citadel and neighboring areas as a focal point for family entertainment
- Community Development Policy 7.2: The city of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities

The *City of Commerce 2020 General Plan* also includes Transportation and Air Quality Elements that consist of land use-related goals and policies for the city of Commerce that are applicable to the Project:

- 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 1.8: The city of Commerce will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system
- Transportation Policy 3.1: The city of Commerce will continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.)
- Transportation Policy 3.2: The city of Commerce will continue to provide residents, employees, and visitors with a local public transit system
- Transportation Policy 3.6: The city of Commerce will establish bus shelters at heavily used bus stops to increase public recognition and promote the use of the local and regional 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: The city of Commerce will 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
- Air Quality 2.4: The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans)
- 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
- Air Quality Policy 4.6: The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects

3.3.4.2 Montebello

The *Montebello 1973 General Plan* was adopted in 1973 and was intended to guide development for 20 years. Although the city is built beyond the life of the general plan, Montebello is currently in the process of updating the plan, which is expected to be a 36 month process with the first draft released in early 2022. The current general plan includes goals and policies related to land use and circulation in the city of Montebello. These policies include:

- Land Use, (Commercial) Policy 3.0: Strip of commercial developments on Whittier, Beverly, and Washington Boulevards should be clustered into functional areas
- Land Use, (Industrial) Policy 3.0: Work with the city of Commerce to assist in solving circulation problems caused by industrial traffic in South Montebello and adjacent city of Commerce
- Circulation, Goal 1.0: Facilitate traffic movement and alleviating congestion in and around the city
- Circulation, Goal 3.0: Develop a circulation system which provides for continuous movement to and from adjacent communities
- Circulation, Objective 2.0: Improve circulation in the southern industrial area
- Circulation, Objective 3.0: Provide major traffic routes on streets which border rather than intersect residential neighborhoods from traffic movement

According to city information provided on the general plan update, the updated general plan will include transit and support a multi-modal transportation network (City of Montebello 2020).

3.3.4.3 Pico Rivera

The city of Pico Rivera updated its general plan in 2014. The *Pico Rivera General Plan* supports the expansion of transit routes by developing convenient facilities that support transit service. In order to meet the needs of residents who depend on the buses for transportation, and to help in the implementation of regional air quality goals, the general plan emphasizes the importance of maintaining and encouraging the expansion, where necessary, of transit services. Other applicable land use related goals and policies outlined in the general plan include the following:

- Land Use, Policy 3.6-2: Promote land development practices that reduce energy and water consumption, pollution, GHG emissions, and disposal of waste materials
- Land Use, Policy 3.7-2: Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock
- Land Use, Goal 3.8: Provide diverse and attractive commercial, office and mixed-use development that serves the community's needs and contributes to the city's economic vitality
- Circulation, Goal 5.1: Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the city and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths
- Circulation, Policy 5.1-1: Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm
- Circulation, Policy 5.1-2: Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community's quality of life by
- Circulation, Policy 5.1-4: Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented
- Circulation, Policy 5.1-5: Strive to provide multimodal access throughout the city, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores
- Circulation, Policy 5.1-6: Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency

- Circulation, Policy 5.2-12: Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the 2020 RTP/SCS, where feasible

- Environmental Resources, Goal 8.1: Create a sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease GHG emissions

- Environmental Resources, Policy 8.3-1: Implement energy conserving land use practices including higher density and mixed-use development in proximity to transit along with infill development; improvements to the community's bicycle system; and expansion of transit routes, facilities, and services

- Environmental Resources, Policy 8.3-1 (Implementation Program): Work with Metro and Montebello transit agencies to encourage the maintenance and expansion of transit routes and facilities within the city

- Healthy Community, Goal 10.2: Create a balanced and healthy transportation system where transit, bicycling, and walking are alternative methods to the automobile

- Healthy Community, Goal 10.2-2: Work with appropriate providers to improve transit facilities and stations to make them safer and conveniently located

- Healthy Community, Goal 10.2-3: Continue to work with Metro to locate the station for the Gold Line light rail extension within Pico Rivera to encourage transit ridership

The 2014 – 2021 Housing Element adopted in 2013 identifies the Project by stating that future transit facilities that are under consideration for being located in the city include the Metro L (Gold) Line Eastside Extension, which would run along Washington Boulevard. It further identifies that implementation would result in substantially higher, although intermittent noise levels along the transit corridors. It further identifies that under the Transit Oriented Development Housing Program, grants are available to cities, counties, and transit agencies for infrastructure improvements necessary for the development of specified housing developments or to facilitate connections between these developments and the transit station.

The *Rancho de Bartolo Specific Plan Amendment* was adopted by the city of Pico Rivera in 2003. The purpose of the *Rancho de Bartolo Specific Plan* was to guide the future development of the 200 gross-acre site previously occupied by Northrop-Grumman and the 35-acre site located to the south of the Northrop-Grumman plant site, which is occupied by the BNSF rail yard. The specific plan area is located in the city of Pico Rivera and bounded by Washington Boulevard to the north, Paramount Boulevard to the west, the BNSF railroad to the south, and Rosemead Boulevard to the east. Since adoption of the specific plan, the planning area has been redeveloped with commercial and retail uses on the northern portion of the site and industrial uses on the remainder of the site. Objectives of the specific plan applicable to the Project include:

- Promote new development that will benefit the city

- Reduce adverse environmental effects associated with future development within the planning area

3.3.4.4 Santa Fe Springs

The *Santa Fe Springs 2040 General Plan* (City of Santa Fe Springs 2022) was adopted in February 2022. Applicable goals and policies from the Land Use and Circulation Elements include:

- Policy LU-1.4: Transit Oriented Development. Develop transit oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.
- Policy LU-1.7: Healthy Neighborhoods. Improve community health by ensuring equal access to parks, affordable and good-quality fresh food and community facilities, and by reducing pollution burdens.
- Policy LU-2.7: Business Catalyst. Catalyze business growth with programs ranging from incentives to help drive private investments, and create/improve the necessary infrastructure for growth, networking, communications, and business development.
- Policy LU-6.1: Access to Services and Amenities. Provide convenient multi-modal access from every neighborhood to schools, parks, religious institutions, retail and commercial services, restaurants, healthy and fresh food options, and community facilities.
- Policy LU-8.1: Transit Oriented Development. Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.
- Policy C-1.5: Transportation Priority. Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.
- Policy C-4.3: First/Last Mile. Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/ wayfinding solutions to all bus stops and transit stations.
- Policy C-4.4: Transit Improvement Priority. Prioritize transit and bus connectivity and access improvements within disadvantaged communities.
- Policy COS-9.1: Land Use and Transportation. Allow urban infill and transit oriented communities within walking distance (10-minute walk or half-mile distance) of transit stops and stations to reduce vehicle trips and trip lengths.
- Policy N-3.1: Noise Enforcement. Enforce City regulations intended to mitigate noise-producing activities, reduce intrusive noise, and alleviate noise deemed a public nuisance.
- Policy N-3.3: Construction Noise. Require construction management plans that, in addition to enforcing City regulations, provide for construction noise mitigation to avoid adverse impacts associated with all construction-related activities and limit the permitted hours of construction activity.

The city of Santa Fe Springs has identified guiding principles to inform its general plan update process. The elements of the guiding principles relevant to the Project include support for providing mobility options to disadvantaged communities; minimizing the impacts of commuter traffic; and

considering best practices around land use, mobility, housing, environmental justice, community services, and design (City of Santa Fe Springs 2020).

3.3.4.5 Whittier

The *2021-2040 Envision Whittier General Plan* (City of Whittier 2021) was adopted in October 2021. Relevant goals and policies include:

- Land Use and Community Character, Policy 2.3: Concentrate mixed-use development at designated nodes and catalyst sites (see Figure LUCC-1 in the draft general plan) along Whittier Boulevard and Lambert Road to provide opportunities for clustering similar and compatible uses, support economic development, and create and maintain vibrant pedestrian-oriented spaces and experiences

- Land Use and Community Character, Policy 3.3: Promote development surrounding the Metro L (Gold) Line station that provides transit-supportive housing types/densities and businesses that contribute to a lively living environment

- Mobility and Infrastructure, Policy 1.1: Establish Whittier's transportation network as a Complete Streets system and maintain the system in excellent condition to ensure that motor vehicle drivers, cyclists, pedestrians, transit users, goods movement, and people using any other mobility mode can easily and safely reach their destination in the City

- Mobility and Infrastructure, Policy 2.2: Establish a transit hub near Metro's planned L (Gold) line light rail station; connect local transit circulator services at the future station

- Mobility and Infrastructure, Policy 2.3: Promote the use of transit within the City as a means of reducing local traffic congestion, achieving GHG reduction targets, and connecting the community physically and socially

- Mobility and Infrastructure, Policy 3.1: Enhance first-last mile at transit stops, including improve access, local shuttle service, new transit-supportive infrastructure, and subsidized fares

- Resource Management, Policy 2.2: Enhance the urban forest along street corridors, in parks, and on City-owned properties to provide soil stabilization and erosion reduction as well as reduce flood hazards

- Resource Management, Policy 2.5: Require the use of innovative stormwater best management practices in all new development, including water quality monitoring during construction projects in the vicinity of sensitive water resources

The Whittier Draft 2021 – 2029 Housing Element identifies four sites zoned as mixed-use that are potential sites for additional housing to help meet the city's Regional Housing Needs Allocation requirement. These sites are described as being in a location "expected to redevelop as a TOD area due to the future location of the Lambert station, walking distance from three sites located in the immediate area' (City of Whittier 2021). The draft plan contains the following policy relevant to the Project:

- HE-1.2: Encourage residential development in key areas, L (Gold) Line transit oriented district, Uptown, and along Lambert Road and Whittier Boulevard corridors, to create active, enlivened destinations and centers that encourage transit use, improve walkability, while providing housing for all income levels and a diversity of housing types

The implementation program asserts that multi-family housing should be encouraged at sites that include near transit routes, and the Lambert station.

In 2005, the Whittier City Council approved the *Whittier Boulevard Specific Plan* as the zoning designation along the commercial portions of Whittier Boulevard from Broadway Avenue to Valley Home Road. The zoning is set forth in five land-use districts: Gateway Segment, Workplace District, Shopping Clusters, Commercial Expansion/Auto Sales Segment, and Neighborhood Spine. The Alternative 1 Washington guideway alignment would travel adjacent to and just south of the Workplace District.

The specific plan aims to coordinate development within the Workplace District in order to enhance the district, increase the city's employment base, enhance the city's economy, and attract quality development to build a strong job center. Principles identified in the specific plan to guide development within this district include: attract new types of office land uses, establish the area as an appealing location for workplace uses, encourage the development of housing within and adjacent to the district, and promote connections to the district from within the city and throughout the county by increasing transit service. In addition, the *Whittier Boulevard Specific Plan* contains a strategy for increasing transit options along Whittier Boulevard through improved bus service frequency and by pursuing a multi-modal transit station near the Five Points intersection.

In July 2015, the *Lincoln Specific Plan* was adopted. It proposed construction of up to 750 dwelling units, more than 200,000 square feet of commercial/retail space, and preservation of four historic buildings at the former Fred C. Nelles Youth Correctional Facility, which was originally established in 1891 and ceased operations in 2004. The planning area is approximately 75.6 acres bound by Whittier Boulevard to the north; light industrial and storage to the east; Presbyterian Intercommunity Hospital (PIH) to the south; residential to the south, southwest and west; and Sorensen Avenue and commercial uses to the northwest. The entire site is listed in the California Register of Historical Resources and determined eligible for listing in the National Register of Historic Places. Other associated improvements have/will include open space areas, roadways, utility improvements, and landscaping. As of 2021, construction continues in phases.

The *Lincoln Specific Plan* contains the following policies relevant to the Project:

- Objective 4: Provide access to the site from Whittier Boulevard and Sorensen Avenue (not from the adjacent residential neighborhood)
- Objective 7: Create connectivity between land uses
- Objective 14: Redevelop a blighted area of the City
- Objective 17: Create a mixed-use project to promote internal capture and to reduce vehicle miles traveled

In 2008, the *Uptown Whittier Specific Plan* was adopted for the city's 220-acre, 33-block historic retail core. The specific plan provides urban design guidelines and strategies for well-designed new

development, considering the unique character and architectural styles of the area's many historic buildings. It changes land use regulation from traditional land use zoning to a form-based code, which focuses on the visual aspects of development (e.g., how a proposed building fit with the existing buildings and street grid). Other concepts presented in the plan include: a "park once" parking strategy; wider sidewalks to enhance the area's pedestrian-oriented nature; and more residential housing to support the businesses and provide for a culture that promotes a sense of place. Although the planning area is outside of the DSA, reference to this specific plan is included due to its area of influence.

4.0 METHODOLOGY

The impacts analysis evaluates impacts based on the type of activities and the location in which these activities occur, such as roadway and sidewalk ROW, surface parking facilities, and private parcels. Operation-related land use impacts include direct land acquisition, permanent ROW encroachments, and permanent access disruptions within or to adjacent existing land uses (e.g., residences, businesses, and other retail uses). Construction-related land use impacts include construction staging, temporary ROW encroachments, and temporary access disruptions within or to adjacent existing land uses (e.g., residences, businesses, and other retail uses). Significant land use impacts are determined based on the significance thresholds identified in **Section 5.0**.

The impacts analysis is based on the existing land uses within 0.5 miles from the Build Alternatives and whether the Build Alternatives would be compatible with existing land uses or divide an established community. The identification of land uses (i.e., type, density, and character) relied on aerial photographs, maps of general plan land use designations, and observations made during site reconnaissance.

The impacts analysis determined if a proposed alternative would physically divide an established community. A physical division would occur if operation of the Project results in the creation of physical barrier within an established community or neighborhood or the disruption of access to community assets.

The impacts analysis reviews the Project's consistency with goals and objectives presented in applicable land use plans, policies, and regulations (e.g., general plans, specific plans, zoning codes, zoning maps) adopted by the regional and local jurisdictions within the DSA. Zoning maps for jurisdictions within the DSA are provided in **Attachment A**. The Project need not be in perfect conformity with each and every policy, nor does state law require precise conformity of a project with every policy or land use designation for a site. Further, conflicts with land use policies are not by themselves a significant environmental impact; the conflict would have to relate to an environmental issue and result in significant adverse effects on the physical environment to be considered significant. As construction impacts are typically short-term and localized and do not affect the long-term planning aspects, the consistency evaluation is focused on operational impacts of the Project and any permanent property acquisitions for construction activities.

5.0 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, an alternative would have a significant impact related to Land Use and Planning if it would:

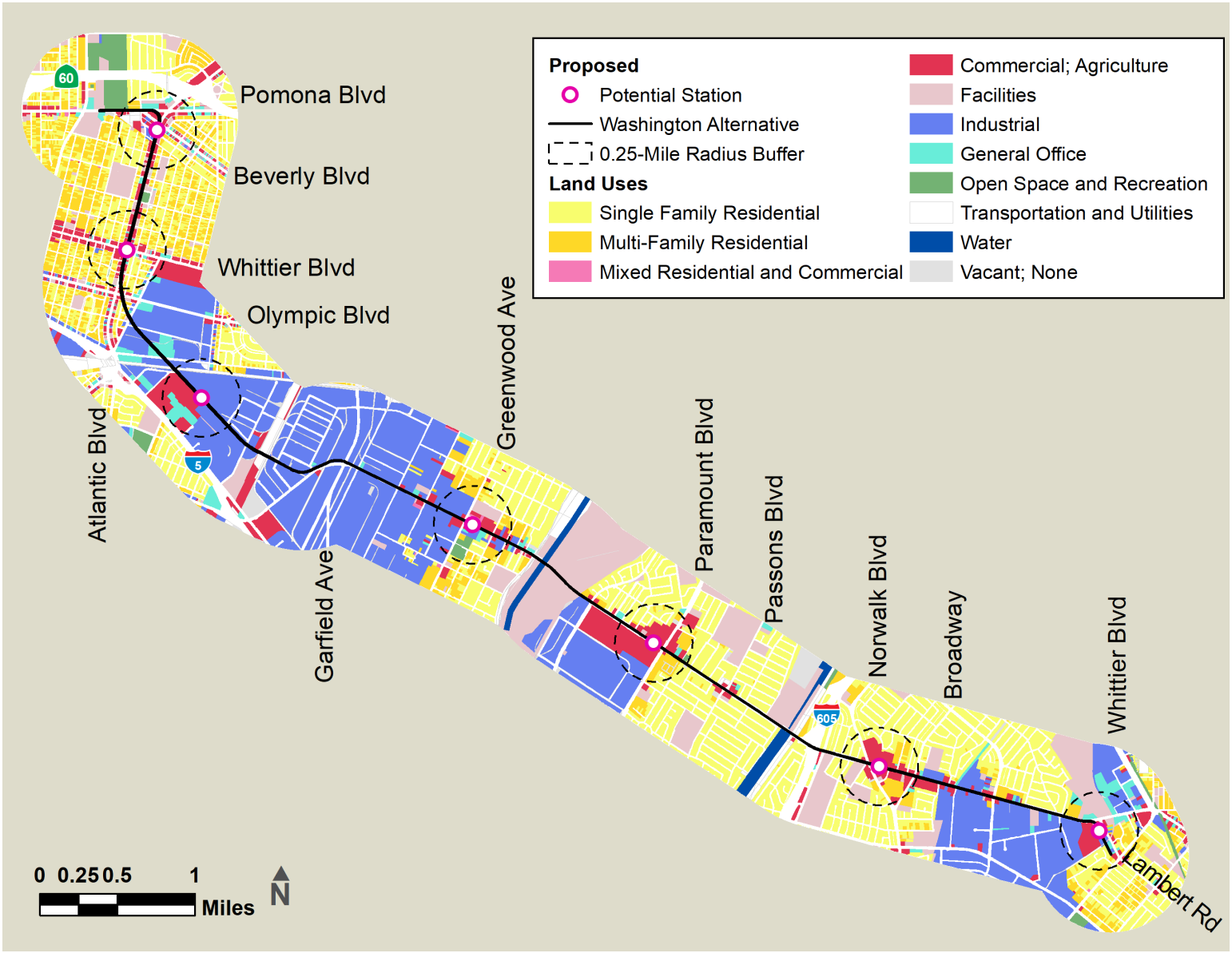
Impact LUP-1: Physically divide an established community.

Impact LUP-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

6.0 EXISTING SETTING

The Project would provide a transit connection to the existing Metro L (Gold) Line, linking communities in east Los Angeles County to the regional transit network. The DSA consists of portions of five jurisdictions, including the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier and portions of unincorporated Los Angeles County that include East Los Angeles and West Whittier-Los Nietos. In the DSA, the majority of multi-family residential land uses are generally located in East Los Angeles. Business and industrial parks are concentrated in the city of Commerce. Several commercial uses in the DSA range from neighborhood/main street retail to large regional malls and shopping centers. The cities of Commerce, Pico Rivera, and Whittier each have activity centers, such as the Citadel Outlets, Pico Rivera Towne Center, and the PIH campus, respectively. These regional activity centers are located near or adjacent to Washington Boulevard.

Land uses abutting the proposed Build Alternatives encompass a range of land use types typically found in mature urban and suburban communities. **Figure 6.1** illustrates the existing land uses within 0.5 miles of the Alternative 1 Washington guideway alignment, including the stations, MSF options, and design options. **Table 6-1** identifies the distribution of land use types within 0.5 miles of the Alternative 1 Washington guideway alignment, including the stations, MSF options, and design options. A buffer distance of 0.5 miles provides a high level understanding of the surrounding area, such as the mix of residential, office, open space, and commercial development and amenities. As identified in the table, the greatest percentages of land uses are single family residential (29 percent) and industrial (28 percent), with multi-family residential and facilities and education being the next most prevalent land uses (both 13 percent). Land use characteristics within 0.25 miles of each of the proposed station locations are shown on **Figure 6.2**. A buffer distance of 0.25 miles provides a detailed understanding of the walkable and bikeable neighborhood area of the stations. As shown on the figure, the percentage of residential uses within 0.25 miles of the stations varies from approximately 25 percent to 65 percent, with the exception of the Commerce/Citadel station that is primarily near commercial and industrial uses.



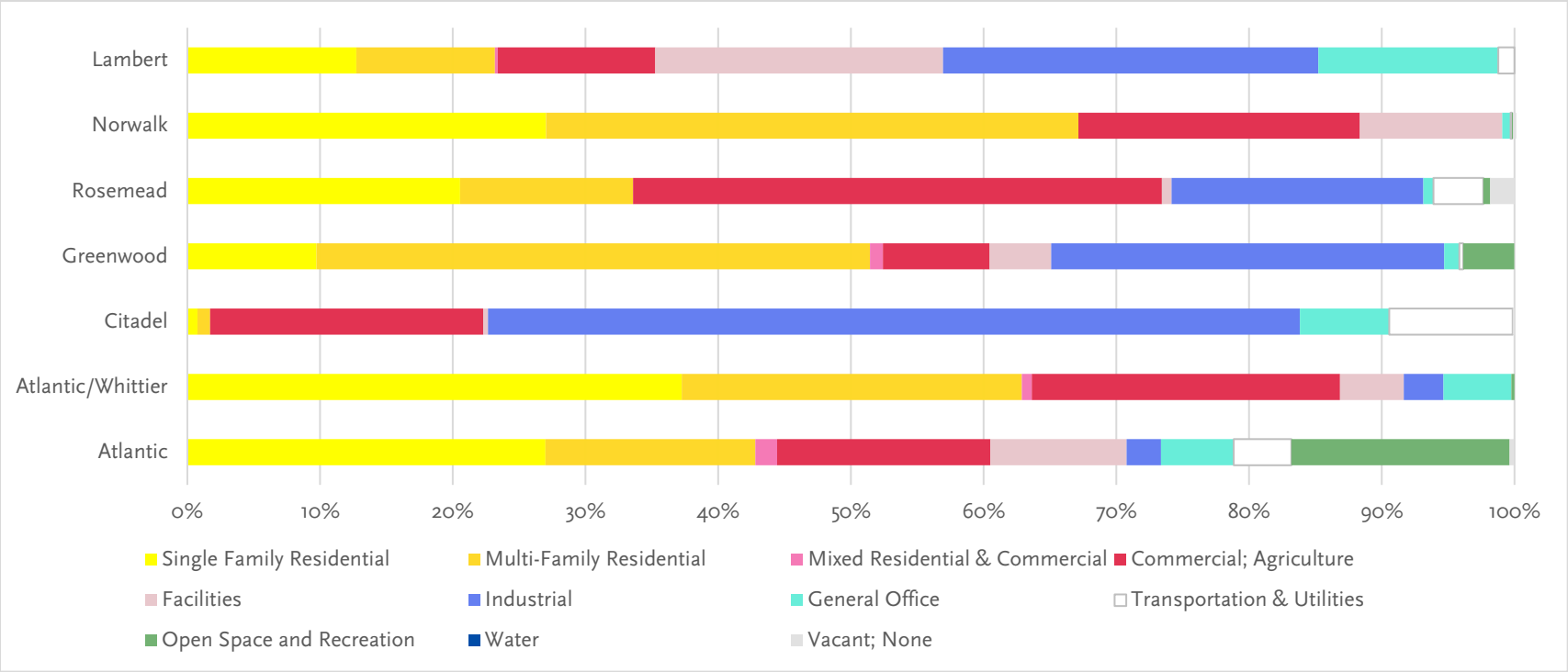
Source: SCAG, 2020.

Figure 6.1. Existing Land Uses within 0.5 Miles of Alternative 1 Washington

Table 6-1. Land Use Distribution within 0.5 Miles of Alternative 1 Washington

Land Use Type	Alternative 1 Washington	
	Acreage	Percentage of Total Area
Single Family Residential	1,527	29%
Multi-Family Residential	680	13%
Mixed Residential & Commercial	12	0%
Commercial; Agriculture	380	7%
Facilities and Education	676	13%
Industrial	1460	28%
General Office	183	3%
Transportation & Utilities	177	3%
Open Space and Recreation	82	2%
Water	31	1%
Vacant; None	90	2%
Total	5,298	100%

Source: SCAG, 2020.



Source: SCAG, 2020.

Figure 6.2. Land Use Distribution within 0.25 Miles of Stations of Alternative 1 Washington

7.0 IMPACTS

7.1 Impact LUP-1: Established Community

Impact LUP-1: Would a Build Alternative physically divide an established community?

7.1.1 Alternative 1 Washington

7.1.1.1 Operational Impacts

Alternative 1 Washington would operate within or below existing transportation ROW. Physical infrastructure would include train trackway, station platforms or plazas, guideway portals at the transition segments between underground and at-grade, and columns to support the aerial guideway.

The underground segment of Alternative 1 would operate under the ROW of Atlantic Boulevard and Smithway Street and under existing residential and industrial land uses as it curves south to align under Smithway Street. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Since the underground segment is below grade, it would not physically disrupt any existing land uses and would not physically divide an established community.

The aerial segment of Alternative 1 would be grade-separated and would operate above the ROW of Washington Boulevard in Montebello. The retaining wall to support the daylighting to an aerial alignment and the transition between the 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 of Alternative 1 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 at-grade segment of Alternative 1 would operate within the median of Washington Boulevard. Pedestrians and motor vehicles would be protected from the guideway by a barrier for pedestrian and vehicular safety. As set forth in PM TRA-1 (**Section 8.0**), at unsignalized crossings, left turns and pedestrian crossings would be controlled using best practice safety measures (e.g., curbs and fencing to prevent uncontrolled left-turns, high visibility curbs between roadway and guideway, mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, Americans with Disabilities Act (ADA)-compliant curb ramps, and warning signs). Although the at-grade segment of the guideway would limit vehicle and pedestrian crossings except at controlled intersections, such limitations would not represent a division to an existing established community. Washington Boulevard is an existing developed area and roadway infrastructure is already a dominant feature of the landscape. 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). Under existing conditions, vehicle left turns are primarily only available at signalized intersections due to street configurations and barriers such as curbs and medians. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be

maintained via crosswalks. Surrounding land uses would continue to be accessible from both sides of the at-grade guideway to vehicle and non-vehicle users via the surrounding roadway, bicycle, and sidewalk network through crossings at signalized intersections.

Operation of Alternative 1 would require property acquisition for some operational systems and facilities, including TPSSs along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under Alternative 1 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community.

Therefore, operation of Alternative 1 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. The Atlantic/Pomona Station Option would require commercial and industrial property acquisition for some operational systems and facilities, which would include permanent acquisition of properties to accommodate the open air Atlantic/Pomona Station Option. The property acquisition and change to transportation uses under Alternative 1 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. As identified in PM TRA-1, pedestrians would be protected from the open air station with a barrier for safety. The open air Atlantic/Pomona Station Option would be designed to integrate with the existing character of the surrounding land uses. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have similar impacts as operation of an aerial alignment at this location. The Montebello At-Grade Option would include an at-grade guideway that starts in Montebello along the median of Washington Boulevard from Yates Avenue to Carob Way (approximately 0.25 miles). As with the at-grade segments under Alternative 1, the at-grade segment of the Montebello At-Grade Option would operate within the median of Washington Boulevard. Pedestrians and motor vehicles would be protected from the guideway with a barrier for pedestrian and vehicular safety. As set forth in PM TRA-1, at unsignalized crossings, left turns and pedestrian crossings would be controlled using best practice safety measures as identified under the base alternative. New limitations for crossings would limit vehicle and pedestrian crossings outside of controlled intersections. At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks. 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, operation of the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.1.1.2 Construction Impacts

Construction activities for Alternative 1 would not create any permanent physical divisions within the surrounding community; however, temporary street closures during the construction period would be required for construction of Alternative 1 and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitation on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of Alternative 1 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along Alternative 1, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Properties acquired for construction activities 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. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under Alternative 1 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of Alternative 1 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. Construction activities for the Atlantic/Pomona Station Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 1, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. Properties acquired for

construction activities 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. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location. Construction activities for the Montebello At-Grade Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 1, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. Properties acquired for construction activities 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. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.1.2.1 Operational Impacts

Alternative 2 would primarily operate below existing transportation ROW. Physical infrastructure would include train trackway, station plazas, and guideway portals at the transition segments between underground and at-grade. The underground segment of Alternative 2 would operate under the ROW of Atlantic Boulevard and Smithway Street and under existing residential and industrial land uses as it curves south to align under Smithway Street. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Since the underground segment is below grade, it would not physically disrupt any existing land uses and would not physically divide an established community. The retaining wall to support the daylighting to an aerial alignment for the MSF lead tracks would not interfere with existing surrounding land uses or pedestrian and vehicle crossings.

Operation of Alternative 2 would require property acquisition for some operational systems and facilities, including TPSSs along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in

uses under Alternative 2 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, operation of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 2. The Atlantic/Pomona Station Option would require commercial and industrial property acquisition for some operational systems and facilities, which would include permanent acquisition of properties to accommodate the open air Atlantic/Pomona Station Option. The property acquisition and change to transportation uses under Alternative 2 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. As set forth in PM TRA-1, pedestrians shall be protected from the open air station with a barrier for safety. The open air Atlantic/Pomona Station Option would be designed to integrate with the existing character of the surrounding land uses. Therefore, operation Alternative 2 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

7.1.2.2 Construction Impacts

Construction activities for Alternative 2 would not create any permanent physical divisions within the surrounding community; however, temporary street closures during the construction period would be required for construction of Alternative 2 and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared to reduce the disruption caused by construction work zones. Metro would work with surrounding communities to establish a construction schedule that notifies the public of construction in advance and to develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions, etc.). The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of Alternative 2 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Properties acquired for construction activities 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. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses

would be permanently acquired. The property acquisition for construction under Alternative 2 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of Alternative 2 would not physically divide an established community and would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 2. Construction activities for the Atlantic/Pomona Station Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 2, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. Properties acquired for construction activities 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. Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

7.1.3 Alternative 3 Atlantic to Greenwood IOS

7.1.3.1 Operational Impacts

Alternative 3 would operate within or below existing transportation ROW. Physical infrastructure would include train trackway, station platforms or plazas, guideway portals at the transition segments between underground and at-grade, and columns to support the aerial guideway.

The underground segment of Alternative 3 would operate under the ROW of Atlantic Boulevard and Smithway Street and under existing residential and industrial land uses as it curves south to align under Smithway Street. The station portals for the underground stations would be designed to integrate with the existing character of the surrounding land uses. Since the underground segment is below grade, it would not physically disrupt any existing land uses and would not physically divide an established community.

The aerial segment of the Atlantic to Greenwood IOS Alternative would be grade-separated and would operate above the ROW of Washington Boulevard in Montebello. The retaining wall to support the daylighting to an aerial alignment and the transition between the aerial to at-grade segment would not interfere with existing surrounding land uses or pedestrian and vehicle crossings. Surrounding land uses, immediately adjacent to the aerial segment of Alternative 3, 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.

Operation of Alternative 3 would require property acquisition for some operational systems and facilities, including TPSSs along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under Alternative 3 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, operation of Alternative 3 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 3. The Atlantic/Pomona Station Option would require commercial and industrial property acquisition for some operational systems and facilities, which would include permanent acquisition of properties to accommodate the open air Atlantic/Pomona Station Option. The property acquisition and change to transportation uses under Alternative 3 with the Atlantic/Pomona Station Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. As set forth in PM TRA-1, pedestrians shall be protected from the open air station with a barrier for safety. The open air Atlantic/Pomona Station Option would be designed to integrate with the existing character of the surrounding land uses. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have similar impacts as operation of the base Alternative 3 The Montebello At-Grade Option would include an at-grade guideway that starts in Montebello along the median of Washington Boulevard from Yates Avenue to Carob Way (approximately 0.25 miles).

As with the other at-grade segments under Alternative 3, the at-grade segment of the Montebello At-Grade Option would operate within the median of Washington Boulevard. Pedestrians and motor vehicles would be protected from the guideway with a barrier for pedestrian and vehicular safety. As set forth in PM TRA-1, at unsignalized crossings, left turns and pedestrian crossings shall be controlled using best practice safety measures (e.g., mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs). Although the at-grade segment of the guideway may limit pedestrian crossings except at controlled intersections, such limitations would not represent a division to an existing established community. Washington Boulevard is an existing developed area and roadway infrastructure is already a dominant feature of the landscape. 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). At signalized intersections, left-turning traffic would be maintained, and pedestrian access would be maintained via crosswalks. Surrounding land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. The property acquisition and change to transportation uses under Alternative 3 with the Montebello At-Grade Option would not affect vehicular, bicycle, or pedestrian access, and would not physically disrupt any existing land uses. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.1.3.2 Construction Impacts

Construction activities for the Atlantic to Greenwood IOS Alternative would not create any permanent physical divisions within the surrounding community; however, temporary street closures during the construction period would be required for construction of Alternative 3 and would potentially temporarily physically divide established communities. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties.

Construction of Alternative 3 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would likely return to their original use. Properties acquired for construction activities 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. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under Alternative 3 would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community. Therefore, construction of Alternative 3 would not physically divide an established community and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative

3. Construction activities for the Atlantic/Pomona Station Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 3, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. Properties acquired for construction activities 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. Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would not physically divide an established community and would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location. Construction activities for the Montebello At-Grade Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Similar to the base Alternative 3, property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. Properties acquired for construction activities 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. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.1.4 Maintenance and Storage Facilities

7.1.4.1 Operational Impacts

7.1.4.1.1 Commerce MSF

The Commerce MSF site option would vacate Corvette Street and require acquiring properties adjacent to Corvette Street. However, the MSF site option would not require the closure of any primary vehicle routes critical to circulation within a community or between communities and it would be located primarily on existing parcels designated for industrial uses. 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, operation of the Commerce MSF site option would not physically divide an established community and would result in a less than significant impact.

7.1.4.1.2 Montebello MSF

The Montebello MSF site option would require acquiring properties west of Vail Avenue. However, the MSF site option would not require the closure of any primary vehicle routes critical to circulation within a community or between communities and it would be located primarily on existing parcels designated for industrial uses. 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, operation of the Montebello MSF site option would not physically divide an established community and would result in a less than significant impact.

Design Option

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would have similar impacts as operation of an aerial alignment at this location. The Montebello MSF At-Grade Option would include at-grade lead tracks from Washington Boulevard as opposed to aerial lead tracks, paralleling South Vail Avenue, and remain at-grade to connect to the Montebello MSF site option. Under the Montebello MSF At-Grade Option, through access on Acco Street would be eliminated to provide for the lead tracks into the MSF. Cul-de-sacs would be located on each side of the lead tracks to provide access to the adjacent properties. The at-grade guideway configuration of the Montebello MSF At-Grade Option west of the intersection of Vail Avenue and Washington Boulevard would not disrupt or divide the physical arrangement of an established community as land uses would continue to have access to the surrounding roadway network and would continue to be accessible to users. Operation of the Montebello MSF At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.1.4.2 Construction Impacts

7.1.4.2.1 Commerce MSF

Construction activities for the Commerce MSF site option would not create any permanent physical divisions within the surrounding community; however, construction would potentially temporarily physically divide established communities as a result of temporary closure of Davies Avenue during the construction period. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. As set forth by PM TRA-1, discussed in **Section 8.0**, lane and/or road closures would be scheduled to minimize disruptions and a Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties. Therefore, construction of the Commerce MSF site option would not physically divide an established community and would result in a less than significant impact.

7.1.4.2.2 Montebello MSF

Construction activities for the Montebello MSF site option would not create any permanent physical divisions within the surrounding community; however, construction would potentially temporarily physically divide established communities as a result of temporary closure of Vail Avenue during the construction period. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. As set forth by PM TRA-1, discussed in **Section 8.0**, lane and/or road closures would be scheduled to minimize disruptions and a Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Metro would notify and work with surrounding communities to establish a construction schedule to notify the public of construction in advance and to develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions, etc.). The Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report further analyzes the potential effect on circulation and pedestrian access to adjoining or nearby properties. Therefore, construction of the Montebello MSF site option would not physically divide an established community and would result in a less than significant impact.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would have similar impacts as construction of an aerial alignment at this location. Construction activities for the Montebello MSF At-Grade Option would not create any permanent physical divisions within the surrounding community. Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary and intermittent. Further, Metro would notify and work with surrounding communities of the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed pedestrian areas and roadways. Therefore, construction of the Montebello At-Grade Option would not physically divide an established community and would result in a less than significant impact.

7.2 Impact LUP-2: Plan, Policy, or Regulation Conflicts

Impact LUP-2: Would a Build Alternative cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

7.2.1 Alternative 1 Washington

7.2.1.1 Operational Impacts

Alternative 1 would traverse portions of unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos), Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier. Consistency with relevant land use plans and community/specific plans associated with these jurisdictions that were presented in **Section 3.0** discussed.

7.2.1.1.1 Southern California Association of Governments

The policies and goals of the 2020 RTP/SCS focus on the need to coordinate land use and transportation decisions to manage travel demand. Alternative 1 would not conflict with the 2020 RTP/SCS goals of sustaining mobility, fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to all people in the region. The purpose of the Project is to provide a transit connection to the existing Metro L (Gold) Line, linking communities east of Los Angeles to the regional transit network and improving mobility within the DSA by enhancing transit options, and planning for projected growth in a sustainable manner. Additionally, the Project was included in the SCAG 2020 RTP/SCS, in the list of selected transit capital projects. Therefore, this alternative would not conflict with SCAG's 2020 RTP/SCS.

7.2.1.1.2 Metro

Alternative 1 would be consistent with the Metro plans and policies, including the 2020 LRTP, Countywide Sustainability Planning Policy, *Active Transportation Strategic Plan*, and Complete Streets Policy, that encourage sustainable design of public facilities, expansion of existing transportation options, and increased rail service. Alternative 1 would improve rail service and would provide interconnectivity to the existing and planned LRT system. Mobility would be improved with alternatives to automobile travel and the congested roadway network. In addition to the investment in improved public transit systems associated with Alternative 1, the TOCs (which could occur indirectly as a result of the alternative) would encourage sustainable neighborhood development principles and other initiatives that would advance more efficient land use patterns. In addition, Alternative 1 is specifically identified in Metro's 2020 LRTP as future transit improvement project for the region. Therefore, this alternative would not conflict with Metro's plans and policies.

7.2.1.1.3 Los Angeles County

Objectives of the *Los Angeles County 2035 General Plan* include coordinating land use with existing and proposed transportation networks and developing a transportation system that is responsive to economic, environmental, and transportation needs at a local and regional level. The county-wide land use element focuses on pedestrian-friendly and community-serving uses that encourage walking, bicycling, and transit use. This alternative would provide residents, businesses, and transit dependent populations with a transportation alternative connecting them to the rest of Los Angeles County via the Metro transit system. Implementation of this alternative would also increase transit ridership, generating environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and an offset of GHG emissions.

The *Los Angeles County 2035 General Plan* also promotes TOD. Land Use Policy 4.3 encourages TOD in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Transit oriented opportunities along the alignment would be expected to result from Alternative 1. Therefore, this alternative would not conflict with the *Los Angeles County 2035 General Plan*. Refer to the Eastside Transit Corridor Phase 2 Air Quality Impacts Report and Climate Change and Greenhouse Gases Impacts Report for more information regarding vehicle trip and GHG emission reductions associated with this alternative.

7.2.1.1.4 Los Angeles County, East Los Angeles

Applicable goals and policies of the *East Los Angeles Community Plan* include improving local transit and circulation, economic growth, and job creation prioritizing jobs accessible by public transportation. Alternative 1 would include two stations in East Los Angeles, the relocated/reconfigured Atlantic Boulevard station and Atlantic/Whittier station. *East Los Angeles Community Plan* Land Use Goal 2.0 promotes the rehabilitation of commercial uses along the Atlantic Boulevard where transportation can support these uses. Improved accessibility and mobility to Atlantic Boulevard via Alternative 1 could lead to increased employment opportunities for the regional population and support this land use goal. Therefore, this alternative would not conflict with the *East Los Angeles Community Plan*.

7.2.1.1.5 Los Angeles County, West Whittier-Los Nietos

Applicable goals and policies of the *Step by Step LA County: Pedestrian Plans for Unincorporated Communities* include developing/maintaining the linkage between the pedestrian network and transit and supporting projects the increase pedestrian connectivity and safety. As set forth in PM TRA-1, Alternative 1 would include crosswalks, lighting, and other safety streetscape elements at station areas to ensure more comfortable and convenient place to walk to/from. Facilitating connections to the pedestrian network adjacent to proposed stations would make walking safer as well. Therefore, this alternative would not conflict with the *Step by Step LA County: Pedestrian Plans for Unincorporated Communities*.

7.2.1.1.6 City of Commerce

Alternative 1 includes one station, the Commerce/Citadel station, in the city of Commerce, located on Smithway Street north of the Citadel. The *Commerce 2020 General Plan* policies address land use in the Community Development element and promotes the development of commercial corridors near

Alternative 1, specifically within the vicinity of Washington Boulevard and the Citadel, to encourage access to businesses from the roadway. Overall, the *Commerce 2020 General Plan* promotes the goal of furthering the enhancement of a safe and efficient regional and inter-city transit system. Transportation Policy 3.10 specifically directs the city of Commerce to continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce to expand the regional transit system. The implementation of Alternative 1 would further these goals by providing all station areas with opportunities for development per the respective general plans.

The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The alignment and the stations located throughout the DSA and the advantages (i.e., increased access to transit, reduction in VMT) and disadvantages (i.e., temporary disruption during construction, noise generation, property acquisition) would be shared regionally along the alignment. Thus, opposition to the Project relative to Policy 7.2 is not anticipated; however, it would be the city's policy decision to support or oppose the Project relative to Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur.

The *Commerce 2020 General Plan* promotes the operation and enhancement of regional and inter-city transit systems and the reduction of VMT. Alternative 1 would improve transit connectivity, increase transit ridership and provide an alternative to automobile travel. Increased transit ridership would also generate environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions associated with automobile travel. The *Commerce 2020 General Plan* Air Quality Policy 2.7 directs the city of Commerce to promote mass transit through the careful planning of routes, headways, and origins and destinations to reduce congestion and pollution.

Overall, Alternative 1 would not conflict with the *Commerce 2020 General Plan*. The Eastside Transit Corridor Phase 2 Air Quality Impacts Report and Climate Change and Greenhouse Gases Impacts Report provide more information regarding vehicle trip and GHG emission reductions associated with this alternative.

7.2.1.1.7 City of Montebello

Although Montebello has been built beyond the life of the *Montebello 1973 General Plan*, goals still relevant today include facilitating traffic movement and alleviating congestion. Alternative 1 includes one station located in the city of Montebello, the Greenwood station on Washington Boulevard just east of Greenwood Avenue. Additionally, the *Montebello 1973 General Plan* Circulation Goal 3.0 promotes the development of a circulation system that provides for continuous movement to and from adjacent communities. Alternative 1 would not only provide a means of continuous travel but also provide alternative travel options in the DSA, alleviating congestion on the highway and roadway network and facilitating traffic movement and thereby furthering general plan goals for improved

circulation. Further, the general plan update is expected to plan for transit and a multi-modal transportation network, which would be supported by Alternative 1.

7.2.1.1.8 City of Pico Rivera

Alternative 1 includes one station in the city of Pico Rivera, the Rosemead station, located on Washington Boulevard just west of Rosemead Boulevard. Alternative 1, including the Rosemead station, would improve transit connectivity and increase transit ridership. This is supportive of Circulation Policy 5.1-5 in the *Pico Rivera 2014 General Plan*, which directs the city to strive to provide multi-modal transportation throughout the city, especially to key locations such as employment centers, schools, parks, medical facilities, libraries and grocery stores. Increased transit ridership would also generate environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions associated with automobile travel.

The applicable goals and policies outlined in the *Pico Rivera 2014 General Plan* are described in the land use, circulation, community facilities, environmental resources, and healthy community sections and would be met by Alternative 1. These policies direct the city of Pico Rivera to coordinate with Metro and Montebello transit agencies to encourage the maintenance and expansion of transit routes and facilities within the city; reduce air quality emissions; and provide a diverse and efficient transportation system that minimizes emissions for several air pollutants. Healthy Community Goal 10.2-3 specifically directs the city to continue to work with Metro to locate the "station for the Gold Line" light rail extension within Pico Rivera and encourage transit ridership. Additionally, Environmental Resource Policy 8.3-1 promotes the implementation of energy conserving land use practices including higher density and mixed-use development in proximity to transit along within infill development and expansion of transit routes, facilities and services. The general plan also supports the use of alternative transportation through the development of facilities that support and accommodate these services and integrate alternative transportation into new developments to reduce the need for parking. Implementation of an LRT system would make it easier for new developments to integrate alternative transportation into their project design.

Overall, this alternative would not conflict with the *Pico Rivera 2014 General Plan*. The Eastside Transit Corridor Phase 2 Air Quality Impacts Report and Climate Change and Greenhouse Gases Impacts Report provide more information regarding the reduction of vehicle trips and the offset of GHG emissions.

7.2.1.1.9 Rancho de Bartolo

The *Rancho de Bartolo Specific Plan Amendment* area is bounded by Washington Boulevard to the north, Paramount Boulevard to the west, the BNSF railroad to the south, and Rosemead Boulevard to the east. The Rosemead station would be located in the center of Washington Boulevard, west of Rosemead Boulevard, just north of the specific plan area. Station facilities for the Rosemead station and a parking facility would be located within the *Rancho de Bartolo Specific Plan Amendment* area. Objectives of the specific plan include promoting new development that will benefit the city and reduce adverse environmental effects associated with future development within the planning area. Alternative 1 would be supportive of these objectives through increasing transit ridership within the surrounding area and Pico Rivera overall.

A station adjacent to the specific plan area would increase transit ridership within the surrounding area and Pico Rivera overall, which would support new development and generate environmental benefits through reduced vehicle trips, less roadway congestion, reduction of emissions for several air pollutants, and offset of GHG emissions associated with automobile travel and would achieve the specific plan objective of reducing adverse environmental effects associated with future development.

7.2.1.1.10 City of Santa Fe Springs

Alternative 1 includes one station in the city of Santa Fe Springs, the Norwalk station, located on Washington Boulevard just east of Norwalk Boulevard. The public review draft of the *Santa Fe Springs 2040 General Plan* prioritizes infrastructure improvements that enhance access and connectivity to the established street and transportation system, especially within disadvantaged communities. Land Use Policy 1.4 directs the city to promote the development of transit oriented districts around commuter rail stations to create vibrant new neighborhoods. The Norwalk station would support mobility related policies by providing convenient and reliable transit access to residential neighborhoods and activity destinations.

Alternative 1 would provide residents, businesses, and transit dependent populations with a transit alternative, connecting communities in Santa Fe Springs to the regional transit network. Through improved accessibility and mobility for communities, and connection to major centers, Alternative 1 would create opportunities for economic development, increasing employment opportunities in the DSA. Conservation and Open Space Policy 9.1 allows urban infill and transit oriented communities within walking stance of transit stops and stations to reduce vehicle trips and trip lengths. Alternative 1 would make it easier for new major developments to accommodate transit service into their project design. In addition, this alternative would help to improve connectivity to major commercial areas and reduce vehicle miles traveled. Alternative 1 would be supportive of the implementation of policies calling for high-density residential development and mixed uses within walking distance of transit stations. Noise Policy 3-1 requires the mitigation of noise-producing activities and reduction of intrusive noises. The Project alignment within Santa Fe Springs is located along a commercial corridor and is not adjacent to residential areas. Further, as described in the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report, there would be no significant noise impacts at residences. Therefore, no significant noise impact at residences in Santa Fe Springs would occur and the Project would not conflict with Noise Policy 3-1. Therefore, Alternative 1 would not cause a significant environmental impact due to a conflict with the goals and policies of the *Santa Fe 2040 Springs General Plan*.

7.2.1.1.11 City of Whittier

Alternative 1 includes one station in the city of Whittier, the Lambert station which serves as the terminus of the alternative. The Lambert station is located south of Washington Boulevard and west of Lambert Road. This station would be located directly opposite the PIH campus and would provide walking access to the commercial corridor along Washington Boulevard. Also, Lambert Road provides a connection to the Fred C. Nelles Youth Correctional Facility, a development area about 0.5 miles to the north. This station is also within walking distance of some residential areas in Santa Fe Springs to the southeast and central Whittier to the northeast and northwest.

Land Use and Community Character Policy 2.3 in the public review draft of the *2021-2040 Envision Whittier General Plan* specifically encourages mixed-use development along Lambert Road to support economic development and create pedestrian-oriented communities. The placement of this station on

Lambert Road would be consistent with this policy by promoting opportunities for transit oriented development in the area. In addition, the alternative would provide an LRT system in the city of Whittier. This would contribute to the Mobility and Infrastructure Policy 2.3, which promotes the use of transit as a means of reducing local traffic congestion, achieving GHG reduction targets, and connecting the City "physically and socially." This alternative would increase transit ridership in the city of Whittier and the DSA, which would generate environmental benefits through reduced vehicle trips, roadway congestion, emissions for several air pollutants, and offset of GHG emissions associated with automobile travel. Overall, Alternative 1 would not conflict with the *Envision Whittier General Plan*.

7.2.1.1.12 Whittier Boulevard Specific Plan

Principles identified in the *Whittier Boulevard Specific Plan* to guide development within this district include attracting new types of office land uses, establishing the area as an appealing location for workplace uses, encouraging the development of housing within and adjacent to the district, and promoting connections to the district from within the city and throughout the county by increasing transit service.

Alternative 1 would support these principals of the *Whittier Boulevard Specific Plan* by linking communities farther east of Los Angeles, including Whittier, to the regional transit network and improving mobility within the DSA by enhancing transit options. As indicated above, the Lambert station would be located directly opposite the PIH campus and would also provide walking access to the commercial corridor along Washington Boulevard. Also, Lambert Road provides a connection to the former Fred C. Nelles Youth Correctional Facility, a development area about 0.5 miles to the north. This station would be within walking distance of some residential areas in Santa Fe Springs to the southeast and central Whittier to the northeast and northwest. Implementation of Alternative 1, including the Lambert station, would increase transit oriented opportunities in the area and increase access to these commercial, residential, and potential redevelopment areas. Therefore, Alternative 1 would not conflict with the *Whittier Boulevard Specific Plan*.

7.2.1.1.13 Whittier Commercial Corridor

Alternative 1 would travel in the center of Washington Boulevard to the Lambert station. As indicated above, this station would be located in the vicinity of the redevelopment site of the former Fred C. Nelles Youth Correctional Facility, as proposed by the *Lincoln Specific Plan*. As a result, implementation of Alternative 1 would increase access to the planned commercial and residential uses in this new development area. The alternate form of transportation associated with Alterative 1 complements the commercial services and residences on the newly development area, enhances transit oriented opportunities, and helps to reduce VMT. Therefore, Alternative 1 would not conflict with the *Lincoln Specific Plan*.

7.2.1.1.14 Relevant Land Use Plans and Policies Summary

As described in detail above and summarized in **Table 7-1** for each station along the alignment, overall, Alternative 1 would be supportive of goals and policies identified in land use plans of the jurisdictions located along the alignment that prioritize circulation improvements and transit connections, encourage economic development and improved access along major roadway corridors, and reductions of vehicle trips, air pollutant emissions, and GHG emissions.

Operation of Alternative 1 would require property acquisition for some operational systems and facilities, including TPSSs along the guideway and parking facilities at several of the stations. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor. The property acquisition and change in uses under Alternative 1 would not introduce new uses that are incompatible with the surrounding uses and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Operation of Alternative 1 would not conflict with the goals and policies of the applicable jurisdictions along the corridor; therefore, operation of Alternative 1 would result in a less than significant impact.

Table 7-1. Alternative 1 Washington Relevant Land Use Plans and Policies

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies
Atlantic station		
Los Angeles County	East Los Angeles Community Plan	• Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses
Atlantic/Whittier station		
Los Angeles County	East Los Angeles Community Plan	• Develop and maintain a complete pedestrian network linking to transit • Support projects that increase pedestrian connectivity and safety
Commerce/Citadel station		
Commerce	Commerce 2020 General Plan	• Promote site plans for new development located in the vicinity of Washington Boulevard that promotes primary access to businesses • Promote improvements of existing commercial areas • Promote the development of the Citadel and neighboring areas
Greenwood station		
Montebello	Montebello General Plan	• Facilitate traffic movement • Provide ample commercial facilities to meet the needs of residents • Provide opportunities for a variety of living needs
Rosemead station		
Pico Rivera	Pico Rivera General Plan	• Encourage and support accessible, safe, and efficient public transit opportunities as a viable alternative to automobiles • Support the use of alternative transportation through the development of facilities that support and accommodate these services • Integrate alternative transportation into new developments to reduce the need for parking

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies
Pico Rivera	Rancho de Bartolo Specific Plan Amendment	• Promote new development that will benefit the city • Reduce adverse environmental effects associated with future development
Norwalk station		
Santa Fe Springs	Santa Fe Springs 2040 General Plan	• Provide convenient multi-modal access to schools, parks, religious institutions, retail and commercial services, and community facilities • Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations • Improve community health by ensuring equal access within disadvantaged communities and reducing pollution burdens • Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to transit stations
Los Angeles County	Los Angeles County General Plan	• Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses
Los Angeles County	Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities	• Increase economic growth and job creation with priority to jobs accessible by public transportation • Provide for new development which is compatible with and compliments existing uses
Lambert station		
Whittier	2021-2040 Envision Whittier General Plan	• Promote transit-supportive development at Lambert Road • Provide opportunities for clustering compatibles uses • Establish a transportation network that ensure transit users can easily and safely reach their destination • Establish a transit hub at the future Lambert station by connecting local transit circulator services • Enhance first-last mile by improving access, local shuttle service, new transit-supportive infrastructure, and subsidizing fares
Whittier	Whittier Boulevard Specific Plan	• Attract new types of office land uses • Establish the area as an appealing location for workplace uses • Encourage the development of housing within and adjacent to the district • Promote connections to the district from within the city and throughout the county by increasing transit service
Whittier	Lincoln Specific Plan	• Provide access to the site • Enhance commercial opportunities in the DSA • Create connectivity between land uses • Redevelop blighted areas

Planning Jurisdiction	Adopted Plans	Relevant Goals and Policies
		• Reduce vehicle miles traveled

Source: CDM Smith/AECOM JV, 2021.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. Similar to the underground station on Atlantic Boulevard, the Atlantic/Pomona Station Option would promote the rehabilitation of commercial uses along Atlantic Boulevard where transportation can support these uses, consistent with the East Los Angeles Community Plan. Improved accessibility and mobility to Atlantic Boulevard could lead to increased employment opportunities for the regional population and support the East Los Angeles Community Plan's land use goals. The Atlantic/Pomona Station Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. Alternative 1 with the Atlantic/Pomona Station Option would be supportive of regional and local goals and policies supporting improved mobility and transit access as identified for the base Alternative 1. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would have similar impacts as operation of an aerial alignment at this location under the base Alternative 1. The Montebello At-Grade Option would include an at-grade guideway that starts in Montebello along Washington Boulevard from Yates Avenue to Carob Way (approximately 0.25 miles). The Montebello At-Grade Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. The Circulation Goal 3.0 in the Montebello 1973 General Plan promotes the development of a circulation system that provides for continuous movement to and from adjacent communities. Alternative 1 with the Montebello At-Grade Option would provide a means of continuous travel and provide alternative travel options in the DSA, alleviating congestion on the highway and roadway network and facilitating traffic movement and thereby furthering the general plan goal for improved circulation. Vehicles would still be able to cross the existing signal-controlled intersection of Washington Boulevard and Greenwood Avenue. Thus, Alternative 1 with the Montebello At-Grade Option would be supportive of regional and local goals and policies supporting improved mobility and transit access as identified for the base Alternative 1. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

7.2.1.2 Construction Impacts

Construction of Alternative 1 would require property acquisition and construction easements for some construction activities, including construction staging, installation of systems and facilities, street widening and reconstruction, demolition, and utility relocation and installation work. The temporary construction easements (i.e., the areas needed temporarily during construction in addition to the

actual project footprint) would vary along the Alternative 1 guideway alignment, depending on the type of construction and adjacent land use. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and no residential uses, churches, schools, parks, or other sensitive land uses would be permanently acquired. The property acquisition for construction under Alternative 1 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Construction noise would result from the use of heavy equipment during construction activities, such as excavation, grading, ground clearing, and installing foundations and structures. Construction noise would be largely confined to the alignment but may impact the residential areas adjacent to Washington Boulevard with intermittent construction noise. As discussed in the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report, Metro is committed to providing noise control measures in order to avoid conflict with the goals of local noise ordinances and Metro's contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community. Construction would typically take place between the hours of 7:00 am and 6:00 pm on weekdays, and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct Alternative 1; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction noise would be temporary and intermittent in nature, and the construction activities would be phased so that activities at any one location would not last for the entire duration of the construction period.

As discussed in **Section 7.2.1.1.6**, *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The alignment and the stations are located throughout the DSA and the advantages (i.e., increased access to transit, reduction in VMT) and disadvantages (i.e., temporary disruption during construction, noise generation, property acquisition) would be shared regionally along the alignment. Thus, opposition to the Project relative to Policy 7.2 is not anticipated; however, it would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur.

Alternative 1 would not conflict with local land use plans. Therefore, the construction of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 1. As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities 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. The property acquisition for construction under Alternative 1 with the Atlantic/Pomona Station Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of Alternative 1 with the Atlantic/Pomona Station Option would be conducted in compliance with local land use plans and codes.

It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Atlantic/Pomona Station Option; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 1 with the Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location. As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities 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. The property acquisition for construction under Alternative 1 with the Montebello At-Grade Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the Montebello At-Grade Option would be conducted in compliance with local land use plans and codes.

It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Montebello At-Grade Option; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or

minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 1 with the Montebello At-Grade Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

7.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.2.2.1 Operational Impacts

The Atlantic to Commerce/Citadel IOS Alternative would operate within existing transportation ROW. Physical infrastructure would include train trackway, station plazas, and guideway portals at the transition segments between underground and at-grade.

As discussed in **Section 7.2.1.1.6**, *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city will oppose public facilities that benefit the region at-large but adversely impact the local community unless advantages and disadvantages are shared regionally. Under Alternative 2, the alignment is located East Los Angeles and the city of Commerce, which is also where the Project impacts would occur. While Alternative 2 would benefit the entire GSA, the benefits would primarily occur in the areas closes to the alignment and stations (East Los Angeles and Commerce). Thus, opposition to the Project relative to Policy 7.2 is not anticipated; however, it would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur. As discussed in **Section 7.2.1**, the operation of Alternative 1 would not conflict with local land use plans, policies, or regulations in East Los Angeles or the city of Commerce. While it would not directly support the goals of the plans located further east, Alternative 2 would provide more convenient access to transit for those communities and would not prevent a future rail extension to serve those areas. Similarly, the operation of Alternative 2 would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions in East Los Angeles and the city of Commerce. It would not conflict with local land use plans, policies, or regulations. Therefore, operation of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 2. Similar to the underground station on Atlantic Boulevard, the Atlantic/Pomona Station Option would

promote the rehabilitation of commercial uses along Atlantic Boulevard where transportation can support these uses, consistent with the East Los Angeles Community Plan. Improved accessibility and mobility to Atlantic Boulevard could lead to increased employment opportunities for the regional population and support the East Los Angeles Community Plan's land use goals. The Atlantic/Pomona Station Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. Alternative 2 with the Atlantic/Pomona Station Option would be supportive of regional and local goals and policies supporting improved mobility and transit access in East Los Angeles and the city of Commerce, as identified for the base Alternative 2. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

7.2.2.2 Construction Impacts

Construction of Alternative 2 would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. The property acquisition for construction under Alternative 2 would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of Alternative 2 would be conducted in compliance with local land use plans and codes.

As discussed in the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report, Metro is committed to providing noise control measures in order to avoid conflict with the goals of local noise ordinances and Metro's contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community. Construction activities associated with the Atlantic to Commerce/Citadel IOS Alternative would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct Alternative 2; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends.

As discussed in **Section 7.2.1.1.6**, *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The alignment and the stations are located throughout the DSA and the advantages (i.e., increased access to transit, reduction in VMT) and disadvantages (i.e., temporary disruption during construction, noise generation, property acquisition) would be shared regionally along the alignment. Thus, opposition to the Project relative to Policy 7.2 is not anticipated; however, it would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the

potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur.

As discussed in **Section 7.2.1**, the construction of Alternative 1 would not conflict with local land use plans, policies, or regulations. Similarly, construction of Alternative 2 would not conflict with local land use plans, policies, or regulations. Therefore, operation of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 2. As with the base Alternative 2, construction of Alternative 2 with the Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities 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. The property acquisition for construction under Alternative 2 with the Atlantic/Pomona Station Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of the Atlantic/Pomona Station Option would be conducted in compliance with local land use plans and codes.

It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Atlantic/Pomona Station Option; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 2 with the Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

7.2.3 Alternative 3 Atlantic to Greenwood IOS

7.2.3.1 Operational Impacts

The Atlantic to Greenwood IOS Alternative would operate within existing transportation ROW. Physical infrastructure would include train trackway, station platforms or plazas, guideway portals at the transition segments between underground and at-grade, and columns to support the aerial guideway.

As discussed in **Section 7.2.1**, the operation of Alternative 1 would not conflict with local land use plans, policies, or regulations in East Los Angeles and the cities of Commerce and Montebello. While it would not directly support the goals of the plans located further east, Alternative 3 would provide more convenient access to transit for those communities and would not prevent a future rail extension to serve those areas. Similarly, the operation of Alternative 3 would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions in East Los Angeles and the cities of Commerce and Montebello. It would not conflict with local land use plans, policies, or regulations. Therefore, the Alternative 3 would result in a less than significant impact related to operational activities.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would have similar impacts as operation of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 3. Similar to the underground station on Atlantic Boulevard, the Atlantic/Pomona Station Option would promote the rehabilitation of commercial uses along Atlantic Boulevard where transportation can support these uses, consistent with the East Los Angeles Community Plan. Improved accessibility and mobility to Atlantic Boulevard could lead to increased employment opportunities for the regional population and support the East Los Angeles Community Plan's land use goals. The Atlantic/Pomona Station Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

The Montebello At-Grade Option would include an at-grade guideway that starts in Montebello along Washington Boulevard from Yates Avenue to Carob Way (approximately 0.25 miles). The Montebello At-Grade Option would not create any new land uses that could generate conflicts with land uses adjacent to the at-grade option, or conflict with local land use plans, policies, or regulations. The Circulation Goal 3.0 in the Montebello 1973 General Plan promotes the development of a circulation system that provides for continuous movement to and from adjacent communities. Alternative 3 with the Montebello At-Grade Option would provide a means of continuous travel and provide alternative travel options in the DSA, alleviating congestion on the highway and roadway network and facilitating traffic movement and thereby furthering the general plan goal for improved circulation. Vehicles would still be able to cross the existing signal-controlled intersection of Washington Boulevard and Greenwood Avenue. Thus, Alternative 3 with the Montebello At-Grade Option would be supportive of regional and local goals and policies supporting improved mobility and transit access as identified for the base Alternative 3. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

7.2.3.2 Construction Impacts

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land

use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities would, upon completion of the construction activities, be available for joint development or parking facilities subject to standard planning and permitting review processes from this environmental review process. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses. The property acquisition for construction under the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction would also be conducted in compliance with local land use plans and codes.

As discussed in the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report, Metro is committed to providing noise control measures in order to avoid conflict with the goals of local noise ordinances and Metro's contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community. It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Atlantic to Greenwood IOS; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 3 would not conflict with local land use plans; therefore, it would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would have similar impacts as construction of a fully underground station on Atlantic Boulevard that would be implemented under the base Alternative 3. As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities 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. The property acquisition for construction under Alternative 1 with the Atlantic/Pomona Station Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of Alternative 3 with the Atlantic/Pomona Station Option would be conducted in compliance with local land use plans and codes.

It is anticipated that construction activities would take place between the hours of 7:00 am and 6:00 pm on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Atlantic/Pomona Station Option; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for

construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 3 with the Atlantic/Pomona Station Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would have similar impacts as construction of an aerial alignment at this location. As with the base Alternative 3, construction of Alternative 3 with the Montebello At-Grade Option would require property acquisition and construction easements for some construction activities. The properties under construction easements would retain their original land use designation and zoning classifications, and upon termination of the construction easement, would return to their original use. Properties acquired for construction activities 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. The property acquisition for construction under Alternative 1 with the Montebello At-Grade Option would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Construction of Alternative 3 with the Montebello At-Grade Option would be conducted in compliance with local land use plans and codes.

As discussed in the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report, Metro is committed to providing noise control measures in order to avoid conflict with the goals of local noise ordinances and Metro's contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 am and 6:00 pm on Saturdays, in accordance with municipal codes. Nighttime activities are not anticipated to be needed to construct the Montebello At-Grade Option; however, specialized construction tasks may require work during nighttime hours to minimize traffic disruptions. In such cases, nighttime construction activities would be limited to when necessary or minimized to the extent feasible and would be subject to control measures, such as special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. Construction of Alternative 3 with the Montebello At-Grade Option would not conflict with local land use plans, policies, or regulations; it would result in a less than significant impact.

7.2.4 Maintenance and Storage Facilities

7.2.4.1 Operational Impacts

7.2.4.1.1 Commerce MSF

The Commerce MSF site option would require acquisition of several properties with low-rise commercial and industrial buildings serving light industrial, wholesale, warehousing, distribution, and commercial supply businesses and require the permanent closure of portions of Corvette Street between Saybrook and Davie Avenues. The parcels in the vicinity of the Commerce MSF site option are classified as Public Facility, Heavy Industrial, and Unlimited Commercial in the city of Commerce zoning code. Given the existing industrial and commercial uses of the parcels to be acquired and of the parcels in the surrounding area, operation of this MSF site option would not be considered a

change in land use type and would not conflict with adjacent land uses. The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city of Commerce will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The Commerce MSF site option is located in Commerce and would serve the entire alignment, thereby benefiting the region at large while also having some effects only on the local area, such as property acquisition, street closures, and removal of potentially historic buildings. The Commerce MSF site option would also bring the city new job and economic growth opportunities. It would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce and the region as whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur. Operation of the Commerce MSF site option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations; thus, no impact would occur.

7.2.4.1.2 Montebello MSF

The Montebello MSF site option would require acquisition of several properties with commercial and industrial uses. The parcels within the Montebello MSF site option and in the vicinity are designated as Heavy Manufacturing under the city of Montebello zoning code and Heavy Industrial under the city of Commerce zoning code. A significant portion of the Montebello MSF site option is occupied by an industrial/commercial paving business. Given the existing industrial and commercial uses of the parcels to be acquired and of the parcels in the surrounding area, operation of this MSF option would not be considered a change in land use type and would not conflict with adjacent land uses. West of intersection of Gayhart Street and Washington Boulevard, the guideway alignment with the Montebello MSF site option and Montebello MSF At-Grade Option would be located with the median of Washington Boulevard to avoid permanent acquisition of a historical resource that would be acquired if the Commerce MSF site option is selected as discussed further in The Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report. The Montebello MSF site option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations. No impact would occur.

Design Option

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would have similar impacts as operation of an aerial alignment at this location. The Montebello MSF At-Grade Option would include lead tracks that would be in an at-grade configuration from Washington Boulevard, paralleling S Vail Avenue, and remain at-grade to connect to the Montebello MSF site option. The at-grade guideway configuration of the Montebello MSF At-Grade Option west of the intersection of Vail Avenue and Washington Boulevard, would not conflict with adjacent land uses as existing businesses would continue to have access to the surrounding roadway network and would continue to be accessible to their users. Operation of the Montebello MSF At-Grade Option would not create any new land uses that could

generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations. No impact would occur.

7.2.4.2 Construction Impacts

7.2.4.2.1 Commerce MSF

The Commerce MSF site option would be located in a highly industrial and commercial environment and would be bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Given the existing industrial and commercial uses in the area, construction of this MSF would not be considered a change in land use type and would not conflict with adjacent land uses.

The *Commerce 2020 General Plan* Community Development Policy 7.2 identifies that the city of Commerce will oppose a concentration of public facilities that benefit the region at-large but adversely impact the local community, unless the region shares the advantages and disadvantages of the uses and facilities. The Commerce MSF site option is located in the Commerce and would serve the entire alignment, thereby benefiting the region at large while also having some effects only on the local area, such as construction noise and emissions at the site, property acquisition, street closures, and removal of potentially historic buildings. The Commerce MSF site option would also bring the city new job and economic growth opportunities in proximity to transit and support other local and regional benefits associated with the Project. It would be the city's policy decision to support or oppose the Project relative to Community Development Policy 7.2 and no conflict with this policy would occur. Similarly, Transportation Policy 6.2 identifies that the city of Commerce will oppose improvements that do not first consider the potential impacts of such facilities on the local community in which the facility will be located. As identified throughout the CEQA evaluation for the Project, impacts on the local communities including Commerce, and the region as whole are identified, evaluated, and significant environmental impacts are reduced through mitigation where applicable/feasible. It would be the city's policy decision to support or oppose the Project relative to Policy 6.2 and no conflict with this policy would occur. The Commerce MSF site option would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations. No impact would occur.

7.2.4.2.2 Montebello MSF

The Montebello MSF site option would be located in the city of Montebello just west of the Greenwood station location. The Montebello MSF site option would occupy parcels north of Washington Boulevard, south of Flotilla Street between Yates Avenue and Vail Avenue. The parcels within the Montebello MSF and in the surrounding vicinity are designated as Light Manufacturing, Heavy Manufacturing, and Community Commercial in the zoning code. A significant portion of the proposed Montebello site is occupied by an industrial/commercial paving business.

The Montebello MSF site option would be located in a highly industrial and commercial area. Given the existing industrial and commercial uses in the area, operation of this MSF option would not be considered a change in land use type and would not conflict with adjacent land uses. The MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations. No impact would occur.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would have similar impacts as construction of an aerial alignment at this location. Construction activities for the Montebello MSF At-Grade Option would not conflict with adjacent land uses as existing businesses would continue to have access to the surrounding roadway network and would continue to be accessible to their users. Given the existing industrial and commercial uses in the area, construction of this MSF would not be considered a change in land use. The MSF would not create any new land uses that could generate conflicts with land uses adjacent to the alignment, or conflict with local land use plans, policies, or regulations. No impact would occur.

8.0 PROJECT MEASURES

The project measures are design features, best management practices, or other measures required by law and/or permit approvals that avoid or reduce potential impacts. These measures are requirements of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

PM TRA-1 shall be implemented during construction of the Build Alternatives. For more details on the PM TRA-1, see the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report (Appendix N).

9.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

9.1 Impact LUP-1: Established Community

Impact LUP-1: Would a Build Alternative physically divide an established community?

9.1.1 Alternative 1 Washington

As discussed in **Section 7.1.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact LUP-1; therefore, no project measures or mitigation measures would be required.

9.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.1.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact LUP-1; therefore, no project measures or mitigation measures would be required.

9.1.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.1.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact LUP-1; therefore, no project measures or mitigation measures would be required.

9.1.4 Maintenance and Storage Facilities

As discussed in **Section 7.1.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact LUP-1; therefore, no project measures or mitigation measures would be required.

9.2 Impact LUP-2: Plan, Policy, or Regulation Conflicts

Impact LUP-2: Would a Build Alternative cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

9.2.1 Alternative 1 Washington

As discussed in **Section 7.2.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact LUP-2; therefore, no project measures or mitigation measures would be required.

9.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.2.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact LUP-2; therefore, no project measures or mitigation measures would be required.

9.2.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.2.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact LUP-2; therefore, no project measures or mitigation measures would be required.

9.2.4 Maintenance and Storage Facilities

As discussed in **Section 7.2.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact under Impact LUP-2; therefore, no project measures or mitigation measures would be required.

9.3 Mitigation Measure Applicability

As described above, none of the Build Alternatives, including design options, and/or MSF site options would have significant impacts on land use. Therefore, no mitigation measures are required.

10.0 NO PROJECT ALTERNATIVE

10.1 Description

The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the DSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. Under the No Project Alternative, none of the proposed Build Alternatives, design options, or MSFs would be constructed or operated.

The No Project Alternative does not include any major transportation service improvements or new transportation facilities or infrastructure beyond what is presented in the LRTP and the *2020 RTP/SCS*. No substantial physical change to the environment would occur under this alternative.

10.2 Impacts

The No Project Alternative would result in a continuation of current development patterns and trends. Local jurisdictions would continue to approve new development projects according to existing land use plans and programs. The No Project Alternative would not result in Project-related construction or operation impacts related to incompatibility with surrounding land uses or physical division of an established community. However, the No Project Alternative would not provide the land use benefits typical of high-capacity transit projects, including encouragement of TOCs and mixed-use development which provide a more walkable, bikeable, and sustainable urban form. Since the LRTP predicts that traffic will continually worsen in the absence of additional capacity, the No Project Alternative would likely contribute to deteriorating access and mobility within East Los Angeles County. Without improved connections to the regional transit network, the opportunities for transit-supportive and pedestrian oriented development would be limited in the GSA. Further, under the No Project Alternative, plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions would not be supported. As such, the No Project Alternative would not fulfill or support the transit-related land use objectives found in the general plans of the local jurisdictions because it would not integrate major transportation facilities with land use planning or establish station areas as focal points for future growth. Therefore, the No Project Alternative would have a significant and unavoidable impact with respect to conflicted with land use plans, policies or regulations adopted for the purpose of avoiding a significant effect.

11.0 SUMMARY OF ALTERNATIVES

Table 11-1 provides a summary of impacts for the No Project Alternative, three build alternatives, and the MSFs.

Table 11-1. Significant/Adverse Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact LUP-1: Established Community	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact LUP-2: Plan, Policy, Or Regulation	Significant unavoidable impact	Less than significant impact	Less than significant impact	Less than significant impact	No impact

11.1 No Project

The No Project Alternative would not result in construction or operation impacts related to incompatibility with surrounding land uses or physical division of an established community. However, under the No Project Alternative, plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions would not be supported. Therefore, the No Project Alternative would have a significant and unavoidable impact with respect to conflicted with land use plans, policies or regulations adopted for the purpose of avoiding a significant effect.

11.2 Alternative 1 Washington + MSF

Potential land use conflicts associated with operation of Alternative 1 would be less than significant with either the Commerce MSF site option or Montebello MSF site option. No significant impacts to existing land uses would occur during project construction or operation. Alternative 1 and either MSF site option would not introduce new land uses that are inconsistent with existing land uses. Development of Alternative 1 and either MSF site option would not conflict with applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 1.

In summary, the operation and construction of the base Alternative 1 and the either the Commerce MSF or Montebello MSF site option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

11.2.1 Alternative 1 Washington + MSF + Design Options

Potential land use conflicts associated with operation of Alternative 1 and the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would be less than significant with either the Commerce MSF site option or Montebello MSF site option. No significant impacts to existing land uses would occur during project construction or operation. Alternative 1 and the design options and either MSF would not introduce new land uses that are inconsistent with existing land uses. Development of Alternative 1, the design options and either MSF site option would not conflict with applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 1.

In summary, the operation and construction of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

11.3 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF

Potential land use conflicts associated with operation of Alternative 2 would be less than significant with the Commerce MSF site option. No significant impacts to existing land uses would occur during project construction or operation. Alternative 2 and the Commerce MSF site option would not introduce new land uses that are inconsistent with existing land uses. Development of the Atlantic to Commerce/Citadel IOS Alternative and the Commerce MSF site option would not conflict with applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 2.

In summary, the operation and construction of the base Alternative 2 and the Commerce MSF site option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

11.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF + Design Option

Potential land use conflicts associated with operation of Alternative 2 and the Atlantic/Pomona Station Option would be less than significant with either the Commerce MSF or Montebello MSF site option. No significant impacts to existing land uses would occur during project construction or operation. Alternative 2 and the design option and either MSF would not introduce new land uses that are inconsistent with existing land uses. Development of Alternative 2, the design option and either MSF site option would not conflict with applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 2.

In summary, the operation and construction of the Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

11.4 Alternative 3 Atlantic to Greenwood IOS + MSF

Potential land use conflicts associated with operation of Alternative 3 would be less than significant with either the Commerce MSF or Montebello MSF. No significant impacts to existing land uses would occur during construction or operation. Alternative 3 and the MSF option would not introduce new land uses that are inconsistent with existing land uses. Development of Alternative 3 and either MSF site option would not conflict with applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 3.

In summary, the operation and construction of the base Alternative 3 and either the Commerce MSF site option or Montebello MSF site option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

11.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options

Potential land use conflicts associated with operation of Alternative 3 and the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would be less than significant with either the Commerce MSF or Montebello MSF site option. No significant impacts to existing land uses would occur during project construction or operation. Alternative 3 with the design options and either MSF site option would not introduce new land uses that are inconsistent with existing land uses. Development of the Atlantic to Greenwood IOS Alternative with the design options and either MSF site option would not conflict with any applicable land use plans and policies, and the impact would be less than significant. Opportunities for future development are present in the vicinity of station locations along Alternative 3.

In summary, the operation and construction of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact LUP-1 (Established Community) and LUP-2 (Plan, Policy or regulation Conflicts).

12.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Alison Townsend	Senior Environmental Planner	MS – Urban and Regional Planning, University of Iowa, 1995 BBA – Business Administration, University of Iowa, 1989	23
Juan Ramirez	Environmental Planner	MS – Environmental Studies, California State University, 2010 BS – Urban and Regional Planning, California State Polytechnic University, 2007	14
Austin Bell	Environmental Planner	MUP – Urban Design and Planning, University of Washington, 2015 BA – History, Carleton College, 2011	6
Alex Kessel	Environmental Planner	MA – Urban and Regional Planning, University of California, 2019 BA – Geology and Environmental Sciences, University of Colorado, 2013	2

13.0 REFERENCES CITED

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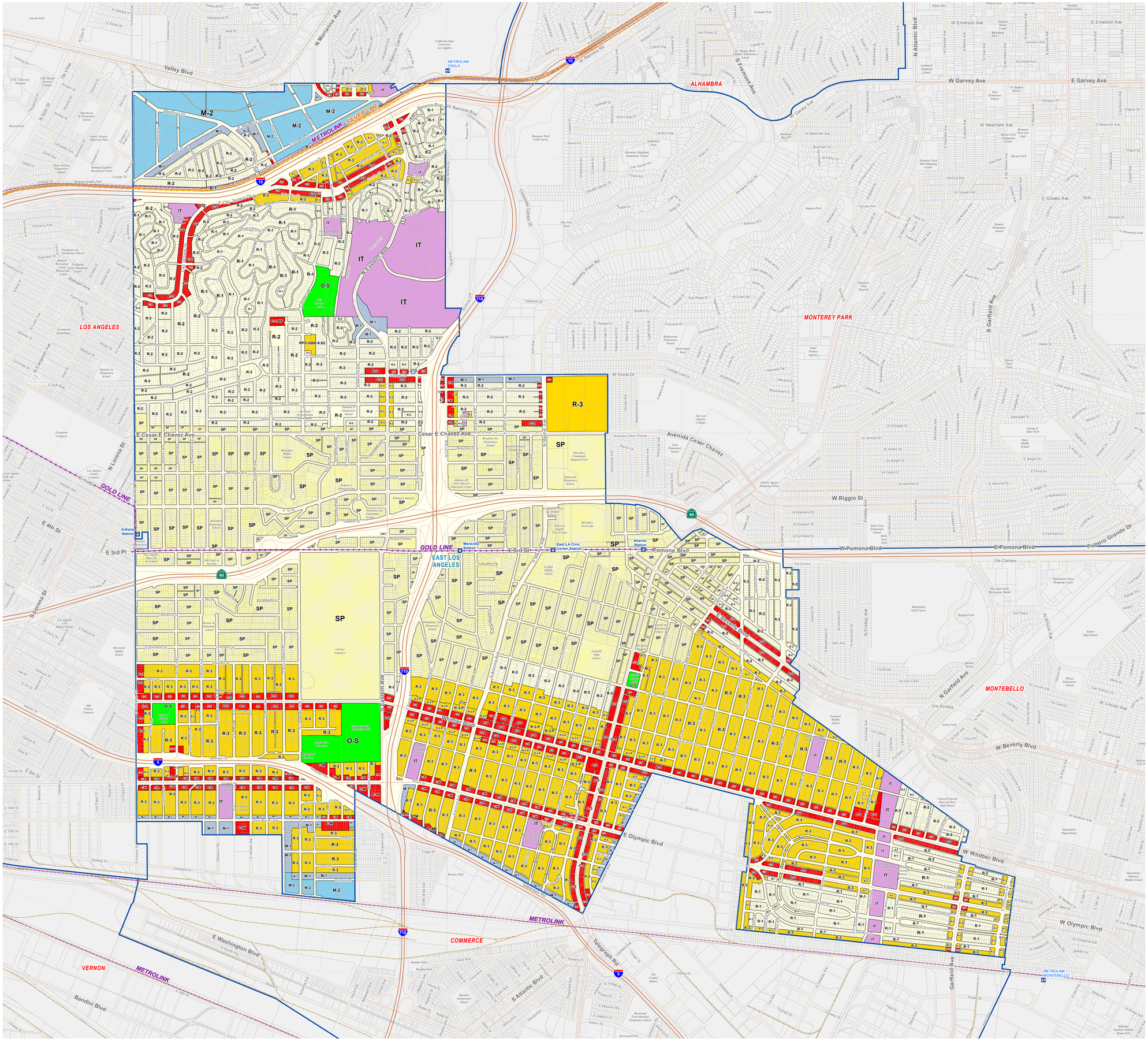
ATTACHMENT A – ZONING MAPS OF JURISDICTIONS WITHIN THE DSA

Los Angeles County

Zoning

East Los Angeles



LEGEND:

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3-()U -Limited Density Multiple Residence
- R-3-()U - Limited Multiple Residence (SMMCZ only)
- R-4-()U - Medium Density Multiple Residence
- R-5-()U - High Density Multiple Residence
- R-A - Residential Agricultural
- R-C - Rural Coastal
- RPD - Residential Planned Development
- A-1 - Light Agricultural
- A-2 - Heavy Agricultural
- A-2-H - Heavy Agricultural Including Hog Ranches
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-H - Commercial Highway
- C-M - Commercial Manufacturing
- C-MJ - Major Commercial
- C-R - Commercial Recreation
- C-RU - Rural Commercial
- CPD - Commercial Planned Development
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- M-2 - Heavy Manufacturing
- M-2.5 - Aircraft and Heavy Manufacturing
- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
- B-2 - Corner Buffer
- D-2 - Desert-Mountain
- IT - Institutional
- R-R - Resort And Recreation
- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
- O-S-DR - Open Space - Deed Restricted
- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed

Base Layers

- Metrolink Stations
- Metro Rail Stations
- Metrolink
- Transitways
- Light Rail - Existing
- Light Rail - Proposed
- Light Rail - Under Construction
- Lot, Cut/Deed, Subdivision and Easement Line
- Parcels
- City / Unincorporated Community Boundary
- Incorporated City
- Unincorporated Areas
- National Forest

Latest Zone Change Ordinance: 2020-0002Z (1/7/2020)

NOTE:

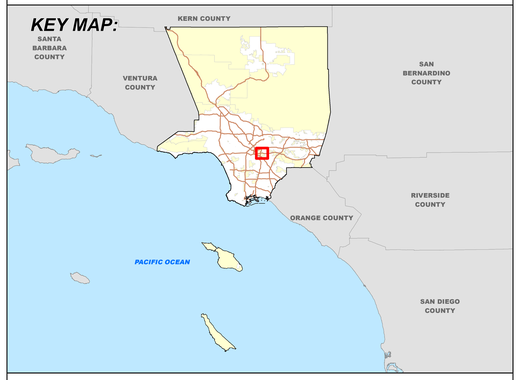
Zoning reflects the most current designation as of the date listed "Current as of" below. The most recent zone change ordinances have been incorporated by the GIS section as of their effective date, with the latest Zone Change Ordinance showing in the yellow box above.

The location of zoning boundaries is as accurate as can be portrayed at this scale. For more precise boundary locations, please use our interactive mapping application GIS-NET3, located at the following URL: http://gis.planning.lacounty.gov/GIS-NET3_Public/Viewer.html. Or, contact the Land Development Coordinating Center (LDCC) at (213) 974-6411.

For more detailed information about the uses / densities allowed in these zoning categories, please see the Title 22 section of the Department of Regional Planning's webpage:

http://planning.lacounty.gov/luz

KEY MAP:



Current as of: 5/20/2020

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012
http://planning.lacounty.gov/gis

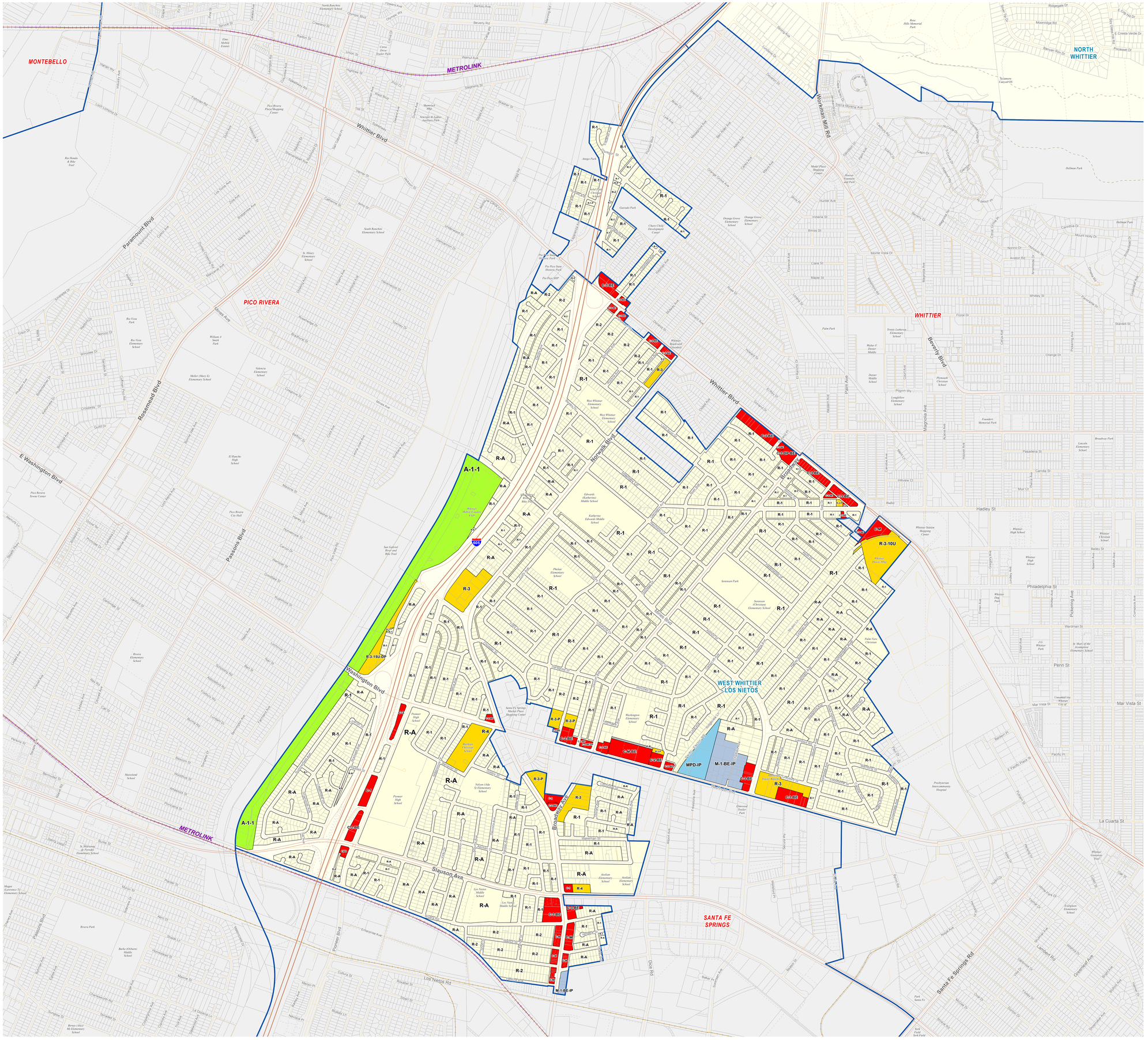
Scale in Feet

0 300 600 1,200 1,800 2,400

Los Angeles County

Zoning

West Whittier - Los Nietos



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- M-3 - Unclassified
- MPD - Manufacturing--Industrial Planned
- B-1 - Buffer Strip
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- P-R - Parking Restricted
- SP - Specific Plan
- SR-D - Scientific Research and Development
- O-S - Open Space
- O-S-P - Open Space - Parks
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- MXD - Mixed Use Development
- MXD-RU - Rural Mixed Use Development
- W - Watershed

Base Layers

- Metrolink Stations
- Metro Rail Stations
- Metrolink
- Transitways
- Light Rail - Existing
- Light Rail - Proposed
- Light Rail - Under Construction
- Lot, Cut/Deed, Subdivision and Easement Line
- Parcels
- City / Unincorporated Community Boundary
- Incorporated City
- Unincorporated Areas
- National Forest

Latest Zone Change Ordinance: 2015-0043Z (10/6/2015)

NOTE:

Zoning reflects the most current designation as of the date listed "Current as of" below. The most recent zone change ordinances have been incorporated by the GIS section as of their effective date, with the latest Zone Change Ordinance showing in the yellow box above.

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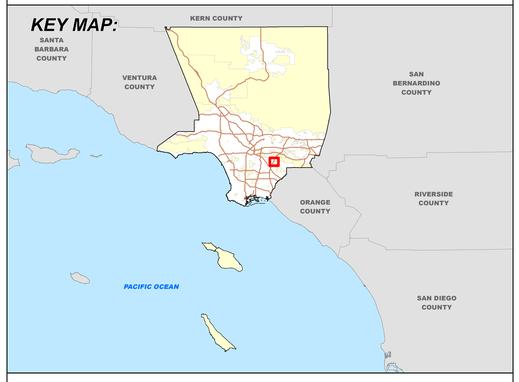
http://planning.lacounty.gov/luz

KEY MAP:



Current as of: 4/6/2017

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012
http://planning.lacounty.gov/gis

Scale in Feet

0 225 450 900 1,350 1,800

ZONING MAP

City of Commerce, CA

ZONING

- R1- Single Family Residential
- R2- Light Multiple Residential
- R3- Medium Multiple Residential
- C2- Unlimited Commercial
- C/M1- Commercial Manufacturing
- M1-Light Manufacturing
- M2- Heavy Industrial
- PF- Public Facility

Revisions

Description:	Date:
Revision Covers Zone Changes 12-01 and 14-01	**12-29-15**

DISCLAIMER:

Coordinate System: State Plane California Zone V, FIPS 405 (Feet) Datum: NAD 1983

This map is a public resource of general information. The feature data provided on this map represents the most accurate zoning and parcel information available at the most recent date of revision. In the event of a conflict between information on this map and adopted City Resolutions or Ordinances, the City's Resolutions or Ordinances shall govern.

This map is maintained by the City of Commerce Department of Public Works & Development Services

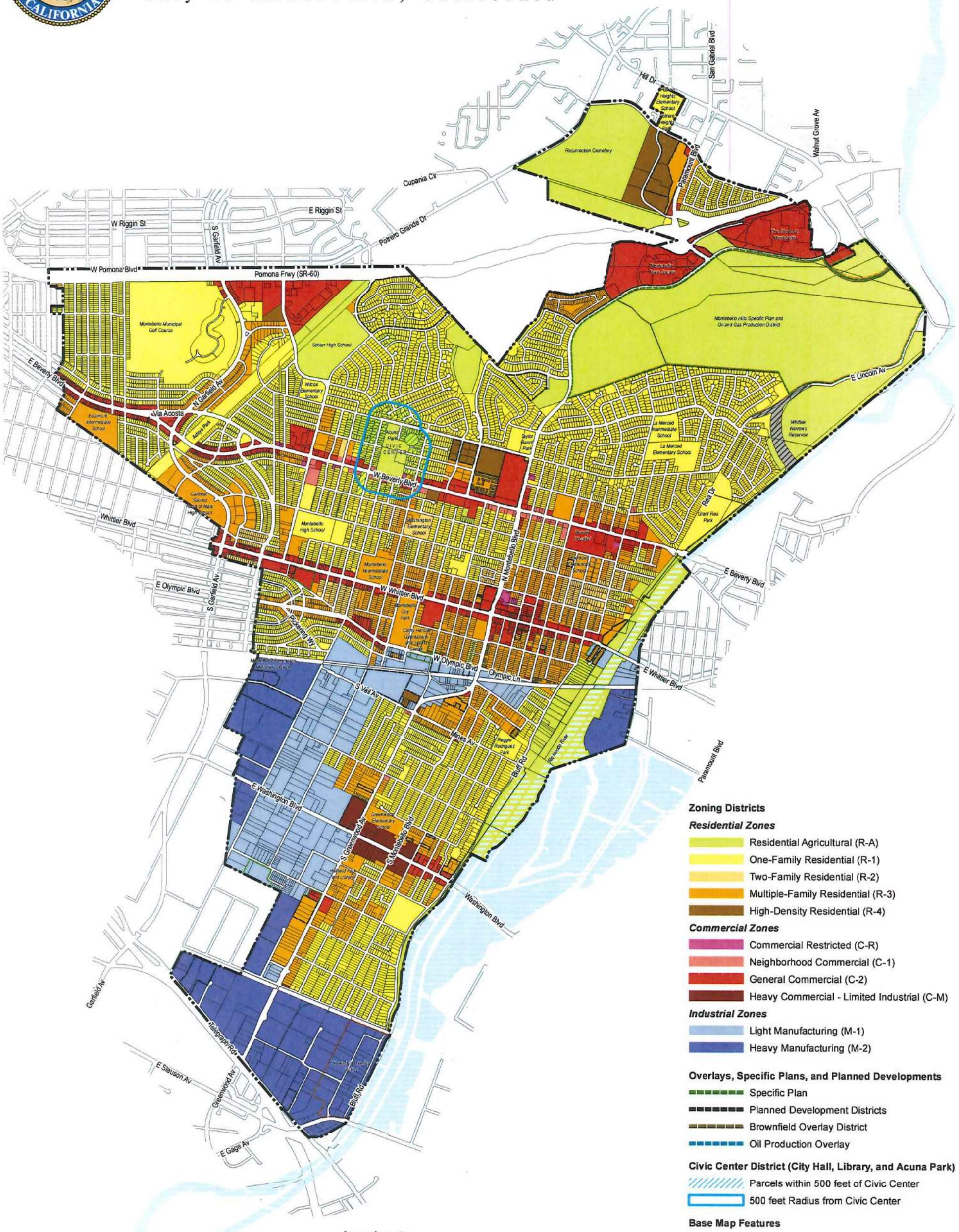
Printed October 21, 2015
Zoning Map 10.21.15.mxd

N W E S

0 1,500 3,000 Feet

ZONING MAP

City of Montebello, California



Zoning Districts

Residential Zones

- Residential Agricultural (R-A)
- One-Family Residential (R-1)
- Two-Family Residential (R-2)
- Multiple-Family Residential (R-3)
- High-Density Residential (R-4)

Commercial Zones

- Commercial Restricted (C-R)
- Neighborhood Commercial (C-1)
- General Commercial (C-2)
- Heavy Commercial - Limited Industrial (C-M)

Industrial Zones

- Light Manufacturing (M-1)
- Heavy Manufacturing (M-2)

Overlays, Specific Plans, and Planned Developments

- Specific Plan
- Planned Development Districts
- Brownfield Overlay District
- Oil Production Overlay

Civic Center District (City Hall, Library, and Acuna Park)

- Parcels within 500 feet of Civic Center
- 500 feet Radius from Civic Center

Base Map Features

- Montebello City Boundary
- Parcels
- Whittier Narrows Dam
- Water

Amendments

Date	Ordinance or Resolution No.

This map does not represent a legal document. Information on this map is not warranted for accuracy. The information is based on the City's current GIS data. Because the status of layers shown on the map can change, and the GIS data may contain errors, omissions or inaccuracies, the information provided in this map is for reference only, not intended for any other use and should not be relied on for any other purpose.

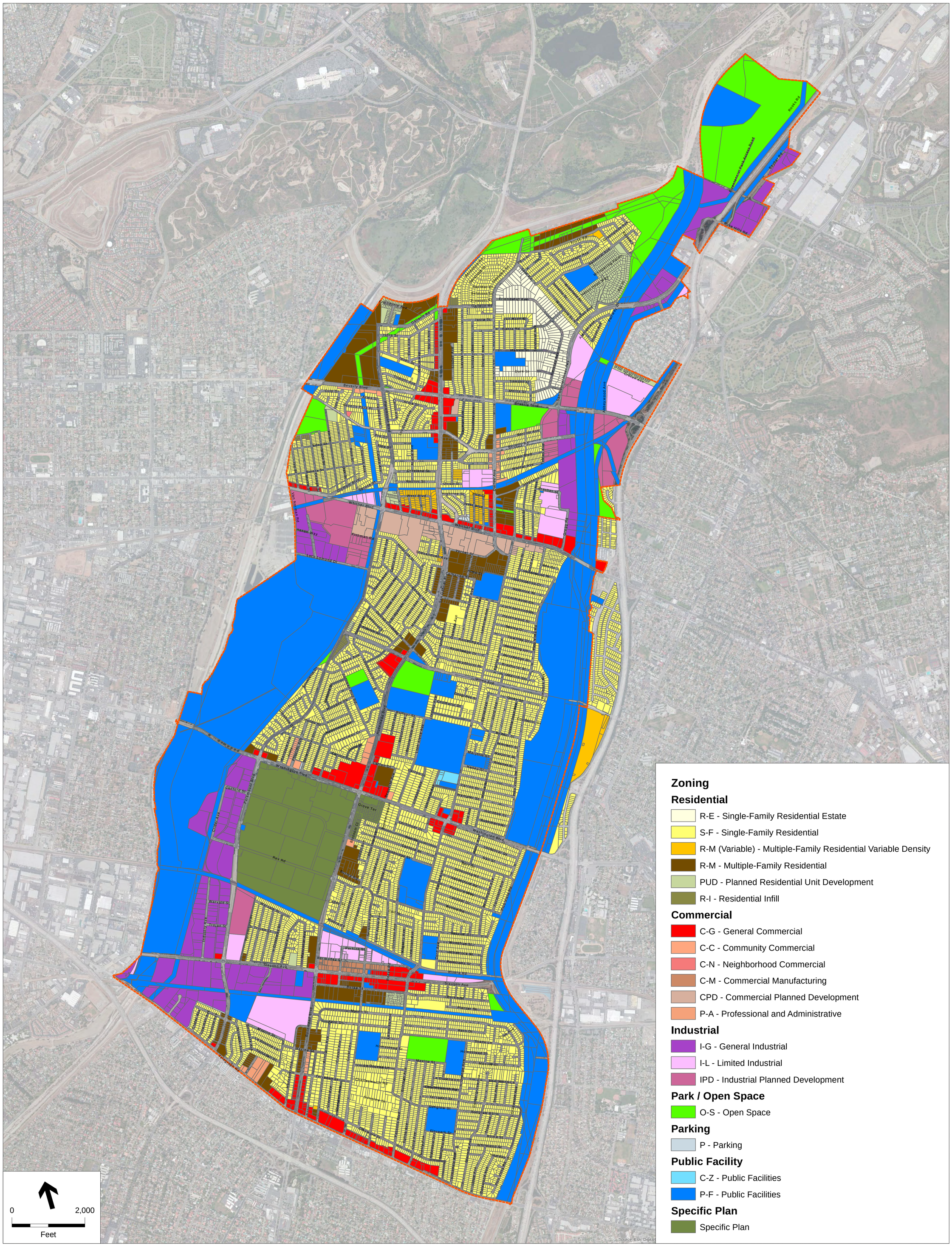
Date: October 2016

Source: City of Montebello, 2016; Los Angeles County Assessor, 2014.

Prepared by MIG, Inc.

0 500 1,000 2,000 3,000 4,000 5,000 Feet

City of Pico Rivera - Zoning Map



Zone

City Boundary

Primary Zone

	A-1	Light Agriculture
	R-1	Single-Family Residental
	R-3	Multiple-Family Residential
	C-1	Neigborhood Commercial
	C-4	Community Commercial
	ML	Limited Manufacturing
	M-1	Light Manufacturing
	M-2	Heavy Manufacturing
	BP	Buffer Parking
	PF	Public Use Facilities
	RR	Rail Road
	Creek	Channels and Rivers

Overlay Zone

	D	Design Overlay
	FOZ	Freeway Overlay
	PD	Planned Development Overlay
	SP1	Specific Plan Overlay

City of Santa Fe Springs

City of Santa Fe Springs
Planning Department
11710 Telegraph Road
Santa Fe Springs, CA 90670
(562) 868-0511 x7550

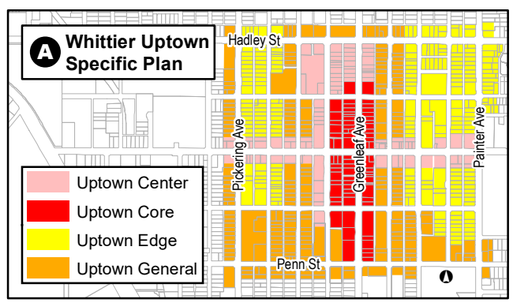
N

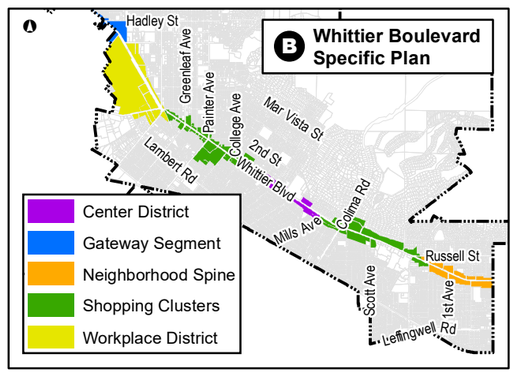
0 1,250 2,500 5,000 Feet

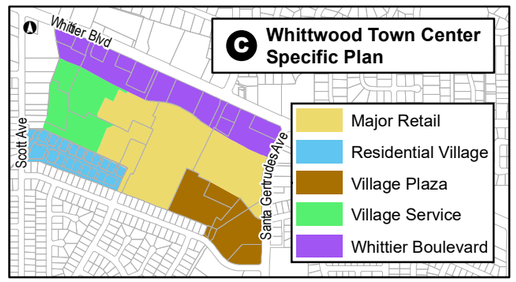
City of Whittier Zoning and Specific Plans

Zoning

- C-0, Commercial Office
- C-1, Light Commercial
- C-2, General Commercial
- C-3, Commercial Manufacturing
- M, Manufacturing
- O-S, Open Space
- R-1, Single Family Residential
- R-1-1
- R-2, Light Multiple Residential
- R-3, Medium Multiple Residential
- R-4, Heavy Multiple Residential
- R-E, Residential Estates
- H-R, Hillside Residential
- SP, Specific Plan
- T, Transition Zone







Map Generated 5/21/2019