Volume I

Rail to Rail Active Transportation Corridor

Documentation for a Categorical Exclusion

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Metro

U.S. Department of Transportation
Federal Transit Administration

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ABBREVIATIONS/ACRONYMS

AB.....Assembly Bill
APE.....Area of Potential Effects
ATC.....Active Transportation Corridor
ATP.....Active Transportation Program
ATSF.....Atchison, Topeka, and Santa Fe Railway
BNSF.....Burlington Northern Santa Fe Railway
CAC.....Community Advisory Committee
CE.....Categorical Exclusion
CEQ.....Council on Environmental Quality
CEQA.....California Environmental Quality Act
CCR.....California Code of Regulations
CFR.....Code of Federal Regulations
CHRIS.....California Historical Resources Information System
CMP.....Congestion Management Program
CO.....Carbon Monoxide
CRHR.....California Register of Historical Resources
dBa.....Decibel
DASH.....Downtown Area Short Hop
DOT.....U.S. Department of Transportation
DTSC.....Department of Toxic Substances Control
EA.....Environmental Assessment
EIS.....Environmental Impact Statements
FHWA.....Federal Highway Administration
FTA.....Federal Transit Administration
FTIP.....Federal Transportation Improvement Program
HCM.....Historic-Cultural Monument
HHS.....U.S. Department of Health and Human Services
I-110.....Interstate 110
LACTC.....Los Angeles County Transportation Commission
LADWP.....City of Los Angeles Department of Water and Power
LARWQCB.....Los Angeles Regional Water Quality Control Board
LASD.....Los Angeles County Sheriff's Department
LAX.....Los Angeles International Airport
LED.....Light Emitting Diode
L_{eq}.....Equivalent Noise Level

LOS .....Level of Service
Metro .....Los Angeles County Metropolitan Transportation Authority
NAAQS.....National Ambient Air Quality Standards
NAHC.....Native American Heritage Commission
NHPA.....National Historic Preservation Act
NEPA.....National Environmental Policy Act
NO_2 .....Nitrogen Dioxide
NPDES .....National Pollutant Discharge Elimination System
NRHP.....National Register of Historic Places
O_3 .....Ozone
Pb .....Lead
PBC.....Polychlorinated Biphenyls
PM.....Particulate Matter
$PM_{2.5}$ .....Particulate Matter 2.5 microns or less in diameter
PM_{10}.....Particulate Matter 10 microns or less in diameter
PRC.....Public Resources Code
ROW.....Right-of-Way
RSL .....Regional Screening Levels
SCAB .....South Coast Air Basin
SCAQMD .....South Coast Air Quality Management District
SCCIC.....South Central Coastal Information Center
SVOC.....Semivolatile Organic Compounds/Polycyclic Aromatic Hydrocarbons
SWPPP .....Stormwater Pollution Prevention Plan
TIGER.....Transportation Investment Generating Economic Recovery
TPHcc.....Total Petroleum Hydrocarbons
TWW .....Treated Wood Waste
UPRR.....Union Pacific Railroad
USC .....United States Code
USEPA.....U.S. Environmental Protection Agency
VOC.....Volatile Organic Compounds

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Rail to Rail Active Transportation Corridor Project – Segment A (Project). The Project consists of on- and off-street bicycle and pedestrian/multi-purpose paths within existing street and railroad rights-of-way (ROW). The Project would be primarily located along the existing rail ROW, while a small portion would be located along existing street ROW. The following analysis provides supporting documentation for a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA).

The Federal Transit Administration (FTA) is the federal lead agency for the Project, and Metro is the Project sponsor. The Project would be funded by the California Department of Transportation (Caltrans) Division of Local Assistance Active Transportation Program (ATP) Cycle 2 and the U.S. Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) VII Grants. Local funding sources would also be used for the Project.

1.1. PURPOSE OF DOCUMENTATION

The purpose of this document is to provide support for a CE. According to the Council on Environmental Quality (CEQ) regulations for implementing NEPA:

> *Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment ... and ... for which, therefore, neither an environmental assessment nor an environmental impact statement is required (40 Code of Federal Regulations [CFR] Part 1508.4).*

23 CFR Part 771.118(a) identifies the types of actions that qualify for CE determinations:

> *...actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.*

Actions that normally qualify for CEs are listed under 23 CFR 771.118(c). The Project qualifies for the following CE:

- 23 CFR 771.118(c)(2): Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multi-use pathway, lane, trail, or pedestrian bridge, and transit plaza amenities.

- 23 CFR 771.118(c)(12): Projects, as defined in 23 United States Code (USC) 101, that would take place entirely within the existing operational ROW. Existing operational ROW refers to ROW that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities). Portions of the ROW that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational ROW.

Actions that FTA determines to fall within 23 CFR 771.118(c) normally do not require any further NEPA approvals by FTA. Per 23 CFR 771.118(b):

> *Any action which normally would be classified as a CE but could involve unusual circumstances will require FTA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:*
>
> - *Significant environmental impacts;*
> - *Substantial controversy on environmental grounds;*
> - *Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (NHPA); or*
> - *Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action.*

The following analysis demonstrates that the Project would not result in significant environmental impacts, significantly impact properties protected by Section 4(f) of the DOT Act or Section 106 of the NHPA, or result in inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action. No substantial controversy exists on environmental grounds. Therefore, the Project qualifies for a CE under 23 CFR Part 771.118(c).

1.2. PROJECT BACKGROUND AND OVERVIEW

The Los Angeles County Transportation Commission (LACTC), Metro's predecessor, purchased the Harbor Subdivision ROW in 1992 from Atchison, Topeka, and Santa Fe Railway (ATSF), the predecessor of the Burlington Northern Santa Fe Railway (BNSF) for the purpose of rail service expansion. Since 2006, Metro has studied a variety of future transit uses for the Project corridor. However, prior studies and efforts have not yielded any specific plans and funding has not been identified to implement a major transit project.

In September 2012, the Metro Board of Directors (Metro Board) requested Metro staff to conduct a preliminary assessment of the feasibility of an intermediate use of the Harbor Subdivision ROW as an active transportation corridor (ATC). The motion indicated that the ROW presents major blight in the community, and directed Metro staff to look at intermediate uses for the ROW that would not preclude future transit use. The 2012 Preliminary Assessment cited an ATC as a potentially beneficial interim use.

In 2014, Metro prepared the *Rail to River Intermediate Active Transportation Corridor Feasibility Study* to assess the feasibility of repurposing the Project corridor as an ATC. The report indicated that a bicycle and pedestrian path along the Project corridor would provide significant enhancements to the regional transportation network.[1]

The above-mentioned bicycle and pedestrian path, or the Project, is a 6.4-mile corridor, 0.5 miles of which would be located along West Boulevard and 67th Street public street ROWs between the Crenshaw/LAX Fairview Heights Station, which is currently under construction, to where 11th Street intersects with the Metro-owned Harbor Subdivision ROW. The remaining 5.9 miles (from 11th Street to where the Harbor Subdivision ROW intersects with South Santa Fe Avenue) would be located along the Harbor Subdivision ROW. The Project consists of on- and off-street bicycle and pedestrian/multi-purpose paths. The Harbor Subdivision ROW is an under-utilized freight railroad ROW that currently accommodates minimally active freight operations under an operating easement with BNSF. No freight train activity has been observed on the Harbor Subdivision ROW within the Project corridor has been observed since 2011. Metro is in the process of undergoing easement abandonment along the Harbor Subdivision ROW. The Project corridor would traverse through the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; the unincorporated Florence-Graham community in the County of Los Angeles; and the Cities of Inglewood, Huntington Park and Vernon.

The Project would improve linkages between the Metro Blue, Silver, and Crenshaw/LAX transit lines and connect multiple Metro bus lines and other municipal bus lines along Slauson Avenue.

1.3. STATUTORY REQUIREMENTS

As discussed above, FTA implementing guideline for CE's may be found under 23 CFR Part 771.118. 40 CFR Section 1507.3(b) includes the broad statutory requirements and states that agency procedures shall comply with CEQ regulations except where compliance would be inconsistent with statutory requirements and shall include:

1. Those procedures required by Sections 1501.2(d), 1502.9(c)(3), 1505.1, 1506.6(e) and 1508.4.

[1]The feasibility study was for an 8.3-mile corridor along the Harbor Subdivision ROW from the Crenshaw/LAX Fairview Heights Station to Washington Boulevard. Of the 8.3-mile corridor, 6.4 miles is part of the Project corridor.

2. Specific criteria for and identification of those typical classes of action:
   (i) Which normally do require Environmental Impact Statements (EIS).
   (ii) Which normally do not require either an EIS or an Environmental Assessment (EA) (CEs [Section 1508.4]).
   (iii) Which normally require EAs but not necessarily EIS.

According to 40 CFR Section 1506.5, applicants or applicants' contractors may prepare NEPA documents for submittal to federal agencies. However, the applicant is responsible for submitting accurate and complete documentation to the federal agency.

1.4. Entitlements and Regulatory Permits

This document is intended to provide environmental clearance for future related actions under NEPA by Metro and FTA. These actions include those approvals, entitlements or permits necessary in order to implement a project. Construction of the Project would require compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ), as well as local municipal grading, construction, street use, and tree protection ordinances, as appropriate. Stormwater and urban runoff discharges must comply with Los Angeles Regional Water Quality Control Board (LARWQCB) Municipal National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2009-0130). Coordination and approvals from communications and utility purveyors (e.g., Los Angeles Department of Water and Power [LADWP]) would be needed for temporary or permanent utility relocation or service interruption. The Project is entering into a Voluntary Cleanup Program with the Department of Toxic Substances Control (DTSC) to clean up contaminated soils within the Project corridor. Soil remediation within the Project corridor would be required to meet DTSC standards. Coordination and approvals from the California Public Utilities Commission (CPUC) is also required to reconfigure the Long Beach Avenue/Slauson Avenue intersection, as well as to provide improvements (e.g., pedestrian gates and other pedestrian improvements) where the active Union Pacific Railroad (UPRR) tracks intersect with the Project corridor just east of Long Beach Avenue and the Metro Blue Line Slauson Station.

1.5. Public Outreach and Agency Coordination

As defined in 40 CFR Section 1501.5, Metro is the Lead Agency responsible for preparing the CE for the Project. The Metro public outreach effort included community meetings on January 26, 2017 (from 3:00 p.m. to 5:00 p.m. and from 6:00 p.m. to 8:00 p.m.). Metro notified property owners and occupants within 1,000 feet of the Project corridor of the community meetings. In addition to community meetings, Metro obtained input from the local Community Advisory Committee (CAC) and the local Technical Advisory Committee. Community surveys were distributed at community events. Additionally, Metro coordinated with local agencies, including the Cities of Los Angeles, Inglewood, Huntington Park, and Vernon, as well as the County of Los Angeles. A fact sheet was produced and updated as needed, an information hotline and email were set up and monitored regularly, and the

Project web page (https://www.metro.net/projects/r2r/) was used as a resource for ongoing access to Project information.

The CAC indicated that it is interested in a multi-use pathway (walking, exercise, recreation, and bicycling) that would be family-friendly; clean and well maintained; beautiful and safe; landscaped with drought-tolerant plantings; discourages encampments; and includes lighting, fencing, seating, and other amenities. The results of the community surveys indicate that many of the responders are interested in having a pathway for walking, bicycling, exercising, reaching transit stations, reaching jobs, jogging, and reaching schools.

As part of the environmental process required by California Environmental Quality Act (CEQA) in the State of California, Metro is also preparing a Categorical Exemption in compliance with Article 19 of the CEQA Guidelines and is engaging in public outreach. The Project qualifies for a Class 4 (Minor Alterations to Land) categorical exemption under Section 15304(h) of the CEQA Guidelines.

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING

The Project is located in a highly urbanized part of Los Angeles County. The Project would encompass portions of the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; Florence-Graham, which is an unincorporated community of Los Angeles County; and the Cities of Inglewood, Vernon and Huntington Park.

The Project limits would extend from the Crenshaw/LAX Fairview Heights Light Rail Station, which is currently under construction, in the City of Inglewood through the City of Los Angeles, Florence-Graham, the City of Vernon, to the Metro-owned Harbor Subdivision ROW/Santa Fe Avenue intersection in the City of Huntington Park.

The western portion of the Project (approximately 0.5 miles in length) would be within the City of Los Angeles and City of Inglewood public street ROWs while the remaining 5.9 miles would be located within the Metro-owned Harbor Subdivision ROW. The Metro-owned Harbor Subdivision ROW contains railroad tracks, railroad ties, ballast, rail equipment, utility poles, underground fiber optic cables, bus shelters and benches, bollards, and a billboard. **Figure 1** shows the Project corridor.

The Project would start at the western terminus (i.e., Crenshaw/LAX Fairview Heights Light Rail Station) and travel north on West Boulevard until the street meets 67th Street. The sidewalk and parkway on the west side of West Boulevard is within the City of Inglewood, while the street, parkway, and sidewalk on the east side of West Boulevard are within the City of Los Angeles. At 67th Street, the Project would travel east until the street meets 11th Avenue. At 11th Avenue, the Project corridor would travel north for approximately 40 feet until the street meets the Metro-owned Harbor Subdivision ROW. From there, the Project would travel northeast within the Metro-owned Harbor Subdivision ROW. After the Metro-owned ROW crosses Slauson Avenue (east of Western Avenue), the Project would travel east to its eastern terminus, which is located just north of the Slauson Avenue/Santa Fe Avenue intersection in the City of Huntington Park.

The Project would intersect with the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, and the Metro Blue Line. The eastern terminus is approximately 0.75 miles east of the Metro Blue Line Slauson Station.

FIGURE 1: PROJECT LOCATION

2.1.1. Project Objectives

The objectives of the Project include the following:

1) To provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations.
2) To facilitate opportunities for improved access to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines.
3) To remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions.

2.1.2. Project Description

As previously discussed, the western 0.5-mile portion of the Project corridor would be within the West Boulevard and 67th Street ROWs while the remaining 5.9 miles would be located within the Metro-owned Harbor Subdivision ROW. Where the Project corridor is within the public street ROWs, the Project would use the existing sidewalks and streets. Where the Project corridor is within the Metro-owned ROW, a two-way Class I bike path and a separate pedestrian/multi-purpose pathway would be created. The following discussion describes the Project components in further detail. Project renderings are shown in **Figures 2** through **6**.

Public Street ROWs. The Project corridor would travel along West Boulevard from the Crenshaw/LAX Fairview Heights light rail station at Redondo Boulevard to 67th Street. North of 68th Street, West Boulevard contains an existing Class II bikeway on both sides of the streets. The Project would extend the existing Class II bicycle lanes from 68th Street to the Crenshaw/LAX Fairview Heights light rail station. Pedestrian improvements would be provided, and may consist of street trees, mid-height lighting, curb ramp upgrades, and wayfinding signs. Bicyclists would use the bicycle lanes, while pedestrians would use the existing sidewalks on both sides of West Boulevard.

Where West Boulevard meets 67th Street, the Project would travel east along 67th Street until the street meets 11th Avenue. At 11th Avenue, the Project would travel north for approximately 40 feet until the street meets the Metro-owned Harbor Subdivision ROW. With implementation of the Project, 67th Street would be classified as a Class III bicycle route. The Project would provide street markings on 67th Street and install bicycle route signs along the parkways to indicate that bicycles would be sharing the roadway with vehicles. A new traffic signal would be installed at the 67th Street/11th Avenue intersection. Pedestrian improvements would also be provided along 67th Street and 11th Avenue.

FIGURE 2: METRO-OWNED ROW DIAGONAL SEGMENT – DESIGN CONCEPT

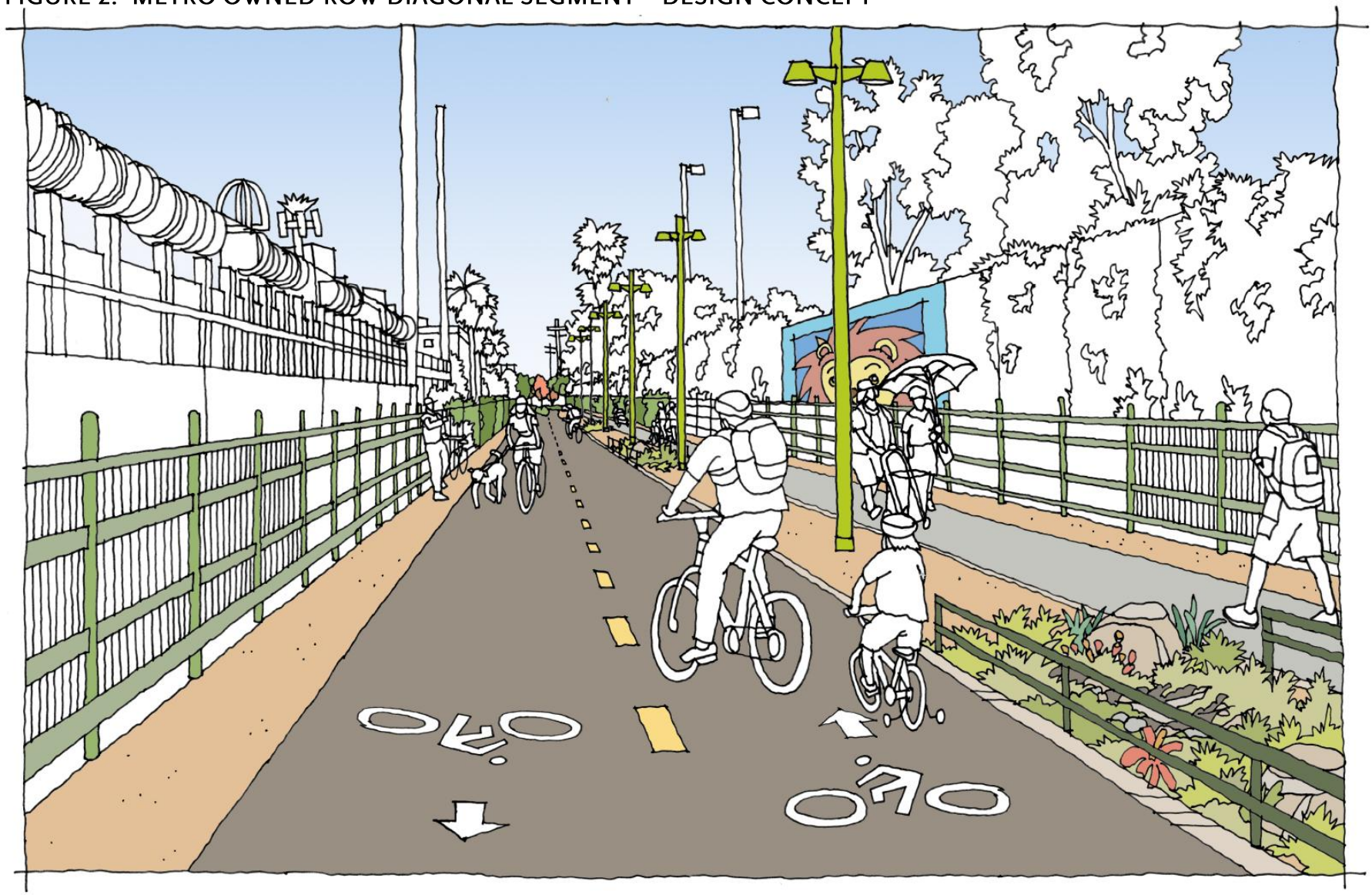
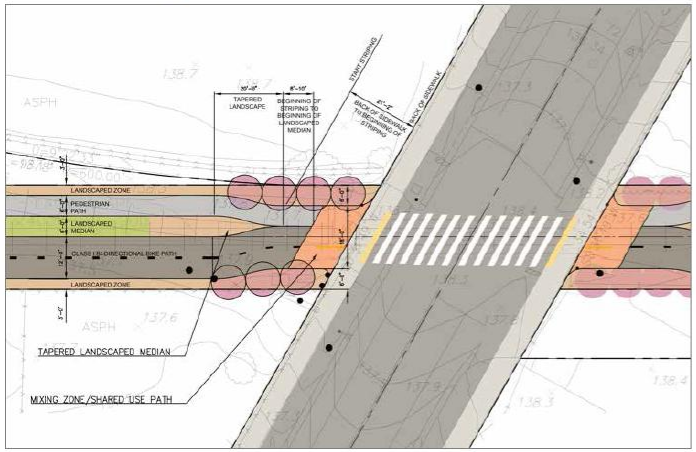


FIGURE 3: METRO-OWNED ROW EAST-WEST SEGMENT – MID-BLOCK DESIGN CONCEPT

FIGURE 4: METRO-OWNED ROW DIAGONAL SEGMENT – MIXING ZONES DESIGN CONCEPT

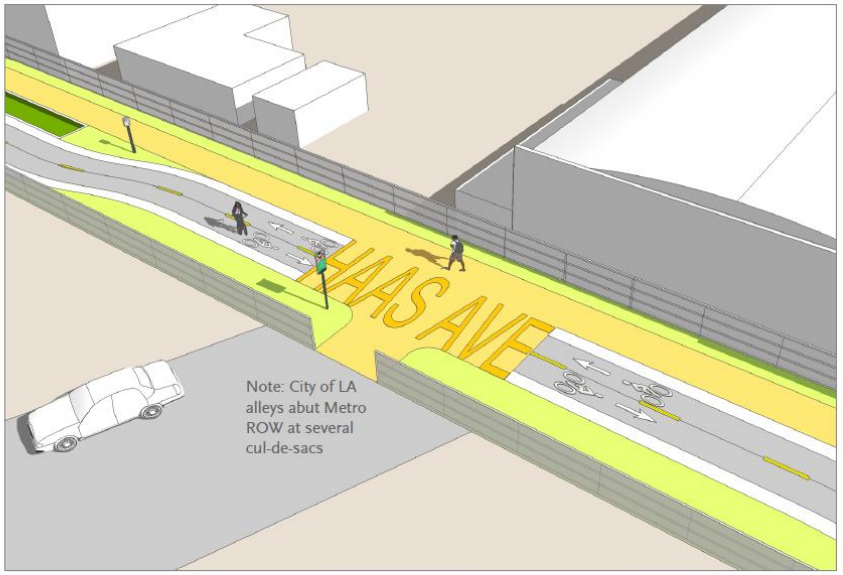


Existing photo of Metro ROW at Van Ness intersection

A concentration of bright trees such as the Chilopsis linearis 'Lopur' can help indicate access points

Example of diverter island that alert cyclists to upcoming intersection (Whittier Greenway Trail)

FIGURE 5: METRO-OWNED ROW DIAGONAL SEGMENT – DESIGN CONCEPT FOR CUL-DE-SAC ACCESS

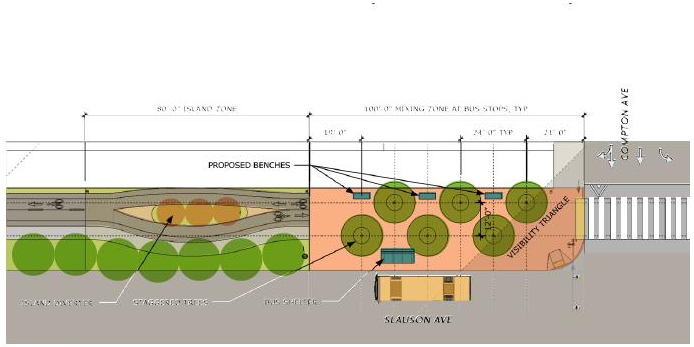


Cul-de-sac access to the LA River at McConnell Avenue creates a welcoming entrypoint

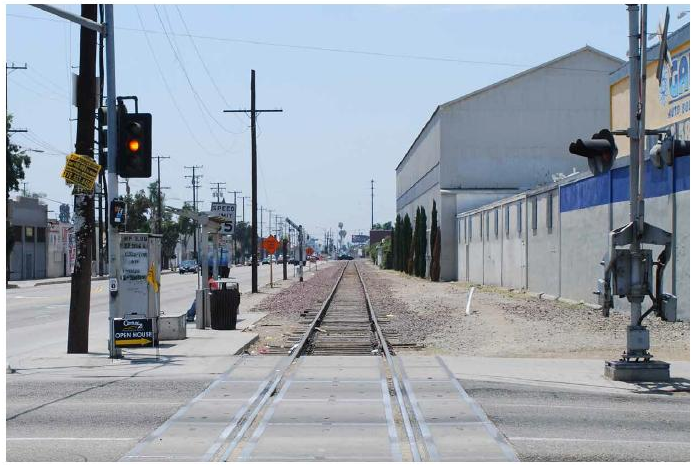
Haas Ave cul-de-sac view; note City of Los Angeles alley to left and right along ROW

Birdseye aerial with cul-de-sac concept in 3 locations

FIGURE 6: METRO-OWNED ROW EAST-WEST SEGMENT – MIXING ZONES DESIGN CONCEPT



Concept plan at bus stop mixing zones



Existing photo of Slauson/Compton intersection

Example of diverter planted with drought tolerant flax

Example of street bond graphic (Auckland, NZ)

Parkway improvements include permeable pavers, additional street trees, mid-height lighting, and curb ramp upgrades. Pedestrian improvements would also be provided. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility. The existing railroad tracks and equipment to the north and west of the 67th Street/11th Avenue intersection would be removed. Along 67th Street, bicyclists would travel along the roadway, while pedestrians would use the existing sidewalks on both sides of the street.

The City of Los Angeles 2010 Bicycle Plan identifies West Boulevard and 67th Street within the Project corridor as designated bikeways and bicycle friendly streets. This plan also identifies the streets as part of a neighborhood bikeway network.[2]

Metro-owned ROW – Diagonal Segment. The width of the Project corridor along the diagonal segment of the Metro-owned ROW (between 11th Avenue and Slauson Avenue) range from approximately 30 to 50 feet. In this segment, the bicycle paths and dedicated walkway would be separated by a stormwater treatment median (bioswales). Separate walk and bicycle paths would meet at regular intervals. The walkways and bike paths would be paved with asphalt. Most of this segment includes private properties on both sides of the corridor, and the visibility of this segment is limited at public streets. Because of the limited public visibility, no trees would be planted where the Project corridor is located between private properties. Landscaping would include low growing, drought-tolerant plants, which would be designed to discourage encampments. See **Figure 2** for the design concept of the diagonal segment.

Lighting would be placed at regular intervals. High-efficiency light emitting diode (LED) lamps would be used along this segment, and lighting would comply with Illuminating Engineering Society, Metro and City of Los Angeles standards. Lighting would be elevated for increased visibility; however, lighting would be designed to prevent spillover onto adjacent properties. In this segment of the Project corridor, security phones and cameras would be provided. Fencing would be provided along the edge of the Project corridor where necessary to differentiate the Project boundaries from adjacent properties.

Where the Project corridor intersects with a street, mixing zones would be created. In these areas, bicyclists and pedestrians would share the space. Trees would be installed to provide shade but would be installed in a manner that would not block the bicyclists and pedestrians, maintenance vehicles, law enforcement, and emergency responders' line-of-sight at intersections. The Project will provide crosswalks. Additional lighting would also be provided at mixing zones. See **Figure 4** for the design concept of mixing zones within the diagonal segment.

[2]City of Los Angeles Department of City Planning, *2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element*, March 1, 2011.

Many of the streets that intersect the Project in the diagonal segment are small residential streets. Western Avenue is an arterial street that intersects the Project corridor at mid-block. The Project would install a signalized crosswalk where this street intersects with the Project corridor.

Five cul-de-sacs intersect with the Project corridor along the diagonal segment of the Project corridor. Chain-linked fences currently block access to the Project corridor at these cul-de-sacs. As part of the Project, the fencing would be removed and Metro's standard panelized fencing would be installed. An access point would be provided at each cul-de-sac to allow the community south of the Project corridor to have direct access to the proposed pedestrian/ multi-purpose and bicycle paths, as well as to provide ingress/egress opportunities for users of the Project. Small mixing zones would be created in these areas to indicate to bicyclists and pedestrians that ingress/egress opportunities are available at these areas. See **Figure 5** for the conceptual design of cul-de-sacs.

Additional improvements proposed along the diagonal segment include upgrades to crosswalk markings, curb ramps, repainting advanced stop bars, and signage for bicyclists and pedestrians using the Project corridor. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility.

Metro-Owned ROW – East-West Segment. As with the diagonal segment of the Project corridor, a two-way Class I bicycle path and a separate pedestrian/multi-purpose path would be created along the east-west segment of the Metro-owned ROW (along Slauson Avenue east of Western Avenue to Santa Fe Avenue). The widths of this segment of the Project corridor range between approximately 25 to 81 feet in width.

In the east-west segment of the Project corridor, the pedestrian/multi-purpose path would be located immediately next to the bicycle paths. Bioswales will be located along the south side of the Metro-owned ROW to provide a buffer between Slauson Avenue and the bicycle and pedestrian/multi-purpose pathways and to slow, collect, infiltrate and filter stormwater runoff before entering into the storm drains. Trees would be planted along the south side of the Project corridor. Landscaping would be installed in various areas and would include the use of low growing, drought-tolerant and native plantings. See **Figure 3** for the design concept of the east-west segment of the Harbor Subdivision ROW.

New lighting would be provided throughout the east-west segment. High-efficiency LED lamps would be used along this segment and would be elevated for increased visibility. However, lighting would be designed to prevent spillover onto adjacent properties. Fencing would be provided along the northern perimeter of the Project corridor where necessary to differentiate the Project boundaries from adjacent properties.

As with the diagonal segment, mixing zones would be created at intersections. Mixing zones in the east-west segment would typically be larger than the mixing zones in the diagonal segments. Large mixing zones would generally be located at intersections with bus stops to accommodate high levels of pedestrian activities at the bus stops. The widths of the Project

corridor along the east-west segment of the Project corridor generally range between approximately 25 to 81 feet in width. The majority of this segment is approximately 30 feet in width. Where the Project corridor is 30 feet or less in width, the bicycle and pedestrian/multi-purpose pathways would have straight paths towards the mixing zones. Where the Project corridor is 40 feet or more in width, the bicycle and pedestrian/multi-purpose pathways would slightly curve to notify users that they are approaching an intersection and encourage bicyclists to dislodge. The mixing zones would be designed to include neighborhood amenities, such as benches or other types of seating. Trees would be installed to provide shade but would be installed in a manner that would not block the bicyclists and pedestrians' line-of-sight at intersections. As with the diagonal segment, crosswalks would be installed at intersections. Additional lighting would also be provided at mixing zones. See **Figure 6** for the design concepts of mixing zones in the east-west segment of the Harbor Subdivision ROW.

Additional improvements at intersections include upgrades to crosswalk markings, upgrades to curb ramps, repainting advanced stop bars, installation of signals to alert right-turn drivers to the presence of pedestrian and bicycle traffic on the Project corridor, signage for bicyclists and pedestrians using the Project corridor, and ADA compliance as required. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility, where necessary.

No traffic control devices are currently available where Slauson Avenue (east of Western Avenue) intersects with the Project corridor and at the Long Beach Avenue/Slauson Avenue intersection. The Project would install new traffic signals at these streets to allow users of the Project corridor to safely cross these streets. See discussion under "Metro-owned ROW – East-West Segment at Metro Blue Line Station," below, for further discussion of the changes that are proposed at the Long Beach Avenue/Slauson Avenue intersection.

Metro-owned ROW – East-West Segment at Harbor Transitway/Metro Silver Line Station/Interstate 110 (I-110). This portion of the Project corridor is located under I-110. The Metro Silver Line Station is located in the center of I-110 above the Project corridor. The Project corridor along this segment is approximately 40 feet in width. A bus stop is located at the northeast corner of the Figueroa Street/Slauson Avenue intersection. At this corner, a large mixing zone is proposed. A smaller mixing zone is proposed at the northwest corner of the Broadway/Slauson Avenue intersection.

Along this segment of the Project corridor, the Metro Silver Line Station entrance is located in the center of I-110 on the south side of Slauson Avenue. The Project would provide access to this station entrance by constructing new north-south crosswalks and ADA-compliant curb ramps at the interior of the intersection of each ramp closest to the Silver Line Slauson station (i.e., north-south crosswalks would be provided at the east side of the I-110 southbound ramps and at the west side of the I-110 northbound ramps). Guardrails would be installed between the new crosswalks along the southern perimeter of the Project corridor to prevent jaywalking under the freeway. Lighting that would provide brief illumination as bicyclists and pedestrians travel under the freeway would be installed.

No landscaping would be installed under I-110. However, public art, which would be determined by Metro's Public Art program at a later date, may be provided in this area. Decorative features, such as river rocks, would be installed along this portion of the Project corridor.

Metro-owned ROW – East-West Segment at Metro Blue Line Station. Between Long Beach Avenue W. to Alba Street, the Project corridor is about 60 feet in width. Just west of the Metro Blue Line Station, Long Beach Avenue W. meets Slauson Avenue at an angle. The Project would realign this intersection such that Long Beach Avenue W. would meet Slauson Avenue at a "T." The Project would install traffic signals at this intersection. Currently, southbound left turns are prohibited at this intersection. The Project would install a median in the center of Slauson Avenue to prevent vehicles from making illegal left turns onto Slauson Avenue.

New east-west and north-south crosswalks would be installed at the Long Beach Avenue W./Slauson Avenue intersection. The new north-south crosswalk would provide a direct connection between the Project corridor on the north side of Slauson Avenue and the light rail station and bus stop on the south side of the street, as well as to facilitate existing pedestrian travel between the station and the neighborhood to the north. New curb cuts on the east side of Long Beach Avenue W. are also proposed.

The active UPRR crosses the Project corridor at-grade immediately east of the Metro Blue Line Station. In this area, new pedestrian rail gates would be installed to the east and west of this rail crossing. Hand rails would also be provided to discourage pedestrians and bicyclists from going around the gates. East of this rail crossing, the bicycle and pedestrian/multi-purpose pathways would slightly curve to indicate to the bicyclists and pedestrians that they are approaching a railroad crossing.

Opportunity Sites. A few areas along the Project corridor provide opportunities to develop neighborhood-based uses, such as open space and community amenities. These opportunity sites are further described below.

Trailhead Plaza at 67th Street and 11th Avenue. The triangular parcel at the northwest corner of the 67th Street/11th Avenue intersection is a transition zone between the bicycle lanes and sidewalks along the 67thStreet/11th Avenue ROWs and the bicycle and pedestrian/multi-purpose pathways within the Metro-owned ROW. At this opportunity site, an open plaza is proposed. Amenities for this site include, but not be limited to, seating, drought-tolerant plants, grass, trees, permeable pavers, a security/service station, and an information kiosk that would provide information about the Project corridor and neighborhood.

11th Avenue to 8th Avenue. At this opportunity site in the diagonal segment of the Project corridor between 11th and 8th Avenues, low, drought-tolerant plants would be planted immediately north of the bicycle and pedestrian/multi-purpose paths. No trees would be in this part of the Project corridor. Planting would discourage loitering and encampment.

Hyde Park Neighborhood. At this opportunity site in the diagonal segment of the Project corridor that parallels Hyde Park Boulevard (generally between 4th and 7th Avenues), drought-tolerant plants, trees, and neighborhood amenities would be installed. Neighborhood amenities may include tables, benches, and exercise equipment. The use of the City of Los Angeles sidewalk that adjoins the rail ROW could provide more opportunities for neighborhood amenities at this opportunity site. Metro would coordinate with the City of Los Angeles if the City sidewalk is to be used for this opportunity site.

Slauson Avenue Crossing. This opportunity site is located where the Project corridor intersects with Slauson Avenue (between Western Avenue and Denker Avenue). At this opportunity site, a new signalized crosswalk would be installed. Trees and drought-tolerant plants would be installed at the north and south sides of Slauson Avenue. Wayfinding/signage would be provided at the south side of Slauson Avenue. At the Slauson Supermall, the driveway closest to the Metro-owned ROW would be reconstructed.

Silver Line Station/I-110 Underpass. See "Metro-Owned ROW – East-West Segment at Harbor Transitway/Metro Silver Line Station/Interstate 110 (I-110)," above, for a discussion of the types of treatments that are proposed at this opportunity site.

Normandie Avenue to Budlong Avenue. The Project corridor along Slauson Avenue between Normandie Avenue and Budlong Avenue is approximately 80 feet in width. The wide ROW at this opportunity site provides opportunities to provide trees, tables, benches and other types of seating, exercise stations, playground equipment, drought-tolerant plants, and other types of neighborhood-based amenities. Additionally, this opportunity site could provide flexible open space that could accommodate food trucks and community events, such as farmers' markets.

Augustus F. Hawkins Natural Park Frontage. Along the Project corridor that adjoins Augustus F. Hawkins Natural Park, trees and native landscaping would be provided to blend in with the park. Decomposed granite walkways are also proposed at this opportunity site.

Blue Line Station and Trailhead. Between the Blue Line Station and Alba Street, trees would be installed. At Alba Street, a security/service station, information kiosk (to provide information about the Project corridor and neighborhood) and special paving may be provided. Decomposed granite walkways are also proposed at this opportunity site.

3. EVALUATION OF ENVIRONMENTAL IMPACTS

3.1. AIR QUALITY AND CLIMATE CHANGE

3.1.1. Federal Transportation Improvement Plan and Transportation Conformity

Transportation conformity requirements are based on Clean Air Act Section 176(c), which prohibits the DOT and other federal agencies from funding, authorizing or approving plans, programs or projects that do not conform to the State Implementation Plan for attaining the National Ambient Air Quality Standards (NAAQS). The Project corridor is within the Los Angeles County portion of the South Coast Air Basin (SCAB), which is a subarea of the South Coast Air Quality Management District's (SCAQMD) jurisdiction. SCAB includes the non-desert portions of Los Angeles, Orange, San Bernardino, and Riverside Counties. It is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Los Angeles County portion of SCAB is classified as a federal nonattainment area for ozone (O_3), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) and lead (Pb). It is a federally-designated maintenance area for particulate matter 10 microns or less in diameter (PM_{10}), carbon monoxide (CO) and nitrogen dioxide (NO_2).

The CFR lists types of projects that are exempt from all transportation conformity requirements, including consistency with the regional Federal Transportation Improvement Program (FTIP) and requirements for project-level particulate matter (PM) and CO hot-spot assessments. According to 40 CFR 93.126, bicycle and pedestrian facilities are exempt from all transportation conformity requirements. The CE is not required to demonstrate consistency with the FTIP or provide PM and CO hot-spot assessments. Thus, no further analysis is necessary.

Additionally, the Project is listed in the 2017 Adopted FTIP as Project ID LA0G1247 for bicycle and pedestrian transportation linkage improvements along the Project corridor. On December 16, 2016, the Federal Highway Administration (FHWA) and FTA determined that the 2017 Adopted FTIP has met all air quality conformity requirements.

3.1.2. Criteria Pollutant, Ozone Precursor, and Greenhouse Gas Emissions

The proposed pedestrian/multi-purpose and bicycle pathways would not include a permanent source of pollutant emissions. The Project would not generate new vehicle trips that would affect regional emissions or result in a redistribution of existing traffic patterns that would affect localized pollutant concentrations. There is no potential for bicycle and pedestrian activities to generate pollutant emissions. Any effect to pollutant emissions would be beneficial as the Project would potentially remove vehicles trips from the roadway network resulting in a related decrease in emissions. Therefore, the Project would not result in an adverse effect related to criteria pollutant, ozone precursor, and greenhouse gas emissions.

3.2. LAND USE AND ZONING

3.2.1. Consistency with Surrounding Land Uses

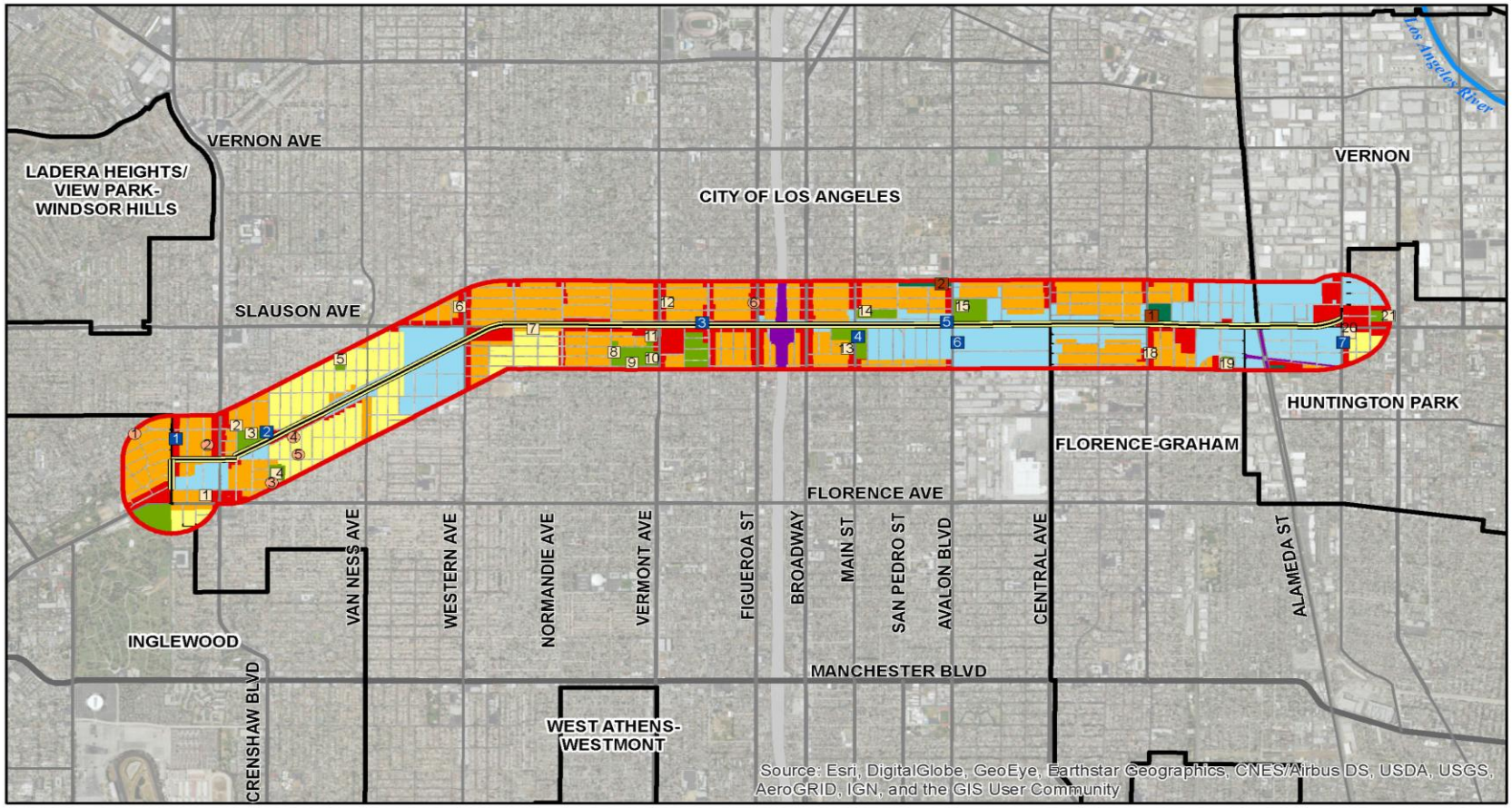
The area surrounding the Project corridor can be characterized as a dense urban environment. Surrounding development consists of primarily low-rise residential, commercial, industrial, and institutional structures. **Figure 7** identifies the existing land uses within 0.25 miles of the Project corridor, including residential uses, parks and recreational facilities; schools; health care facilities; childcare facilities. **Table 1** lists the institutional land uses, distances from the Project corridor, and addresses. Within 0.25 miles of the Project corridor, there are 2 parks and recreational facilities, 20 schools, 7 health care facilities, and 6 child care facilities.

TABLE 1: INSTITUTIONAL LAND USES WITHIN 0.25 MILES OF PROJECT CORRIDOR

ID	Name of Facility	Distance from Corridor	Address
PARKS AND RECREATIONAL FACILITIES			
1	Augustus F. Hawkins Nature Park	immediately north	5790 Compton Ave.
2	South Los Angeles Wetlands Park	0.22 miles north	5413 S. Avalon Blvd.
SCHOOLS			
1	Nikka Tiffany School	0.18 miles south	7112 S. Victoria Ave.
2	Hyde Park Children's Center	0.12 miles north	6428 11th Ave.
3	Yes Academy	immediately north	3140 Hyde Park Blvd.
4	Alliance Renee & Meyer Luskin College Ready Academy	0.15 miles south	2941 W. 70th St.
5	59th Street Elementary School	0.15 miles north	5939 2nd Ave.
6	Learn 4 Life	0.16 miles north	5701 S. Western Ave.
7	Youth Build Charter School of California	immediately south	1512 W. Slauson Ave.
8	Lou Dantzler Preparatory Charter School	0.2 miles south	5940 Budlong Ave.
9	Budlong Avenue Elementary School	0.12 miles south	5940 S. Budlong Ave.
10	John Muir Middle School	0.12 miles south	5929 S. Vermont Ave.
11	Park Huerta Primary Center	0.07 miles south	1020 W. 58th Pl.
12	Nativity Catholic School	0.11 miles north	944 W. 56th St.
13	Augustus F. Hawkins High School	0.04 miles south	825 W. 60th St.
14	Juanita Tate Elementary School	immediately south	123 W. 59th St.
15	Estrella Elementary School	0.04 miles north	120 E. 57th St.
16	Los Angeles Academy Middle School	immediately north	644 E. 56th St.
17	Alliance Kory Hunter Middle School	0.14 miles south	5886 Compton Ave.
18	Lillian Elementary School	0.18 miles south	5909 Lillian St.
19	Crescent College	0.14 miles north	5940 Santa Fe Ave.
20	Aspire Ollin University Preparatory Academy	0.18 east	2540 E. 58th St.
HEALTH CARE FACILITIES			
1	Hyde Park Convalescent Hospital	0.10 miles north	6520 West Blvd.
2	St. John's Community Health Center	immediately north	6505 S. 8th Ave.
3	St. John's Well Child & Family Center	immediately north	808 W. 58th St.
4	Hubert H. Humphrey Comprehensive Health Center	immediately south	5850 S. Main St.
5	Davita Avalon Dialysis	immediately north	5807 S. Avalon Blvd.
6	Kennedy Occupational Medical Center	0.09 miles south	5862 S. Avalon Blvd.
7	Clinica La Victoria	0.14 miles north	5950 Santa Fe Ave.
CHILD CARE			
1	From the Heart Preschool & Enrichment Center	0.23 miles northwest	1061 E. Hyde Park Blvd.
2	G & G Daycare	0.08 miles north	6542 S Victoria Ave
3	Newby Woods Day Care	0.21 miles south	7002 8th Ave.
4	Skinner Family Child Care	0.05 miles south	6608 7th Ave.
5	G & R Ultimate Child Care	0.15 miles south	6653 6th Ave.
6	Figueroa Christian Day Care	0.12 miles north	5607 S. Figueroa St.

SOURCE: Terry A. Hayes Associates, 2017.

FIGURE 7: LAND USES WITHIN 0.25 MILES OF PROJECT CORRIDOR



Along the Project corridor, land uses adjacent to West Boulevard consist of a mix of commercial, industrial, and multi-family residential uses. On 67th Street, land uses primarily consist of single-family and multi-family residential uses. Land uses adjacent to the Harbor Subdivision ROW primarily consist of a mix of industrial, commercial, single-family residential and multi-family residential uses. Commercial uses, such as shopping centers/strip malls, restaurants and gas stations, are primarily found adjacent to the Project corridor at Crenshaw Boulevard, Western Avenue, Vermont Avenue, Figueroa Street, Olive Street, Broadway, Central Avenue, Compton Avenue, Holmes Avenue, and Santa Fe Avenue. Commercial uses also can be found along Slauson Avenue between Hoover Street and Figueroa Street. Major commercial development adjacent to the Project corridor includes Chesterfield Square Shopping Center, Slauson Super Mall, and Vermont Slauson Shopping Center.

One of the Project objectives is to provide linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would support access to and between uses within the vicinity of the Project corridor. The Project does not include components that would conflict with existing uses surrounding the Project corridor. Therefore, the Project would not result in adverse effects related to consistency with surrounding land uses.

3.2.2. Zoning and General Plan Land Use Designations

The Project is located in the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; Florence-Graham, which is an unincorporated community of Los Angeles County; and the Cities of Vernon and Huntington Park. The Zoning and General Plan land use designations within the Project corridor are identified in **Table 2**. Additionally, zoning within 0.25 miles of the Project is shown in **Figure 8**.

As shown in **Table 2**, the Project corridor is zoned and has General Plan land use designations for commercial, industrial, and residential uses. Although the Project corridor is zoned for commercial, industrial, and residential uses, the Project corridor is located on existing transportation ROWs. The Project would not conflict with the zoning and General Plan land use designations along the corridor, and would support access to and between uses surrounding the Project corridor. Additionally, the Project is consistent with the goals and policies pertaining to the development of bicycle paths contained in the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles Community Plans, as well as in the General Plan for the Los Angeles County and the Cities of Vernon and Huntington Park. Therefore, the Project would not result in adverse effects related to zoning and General Plan land use designations.

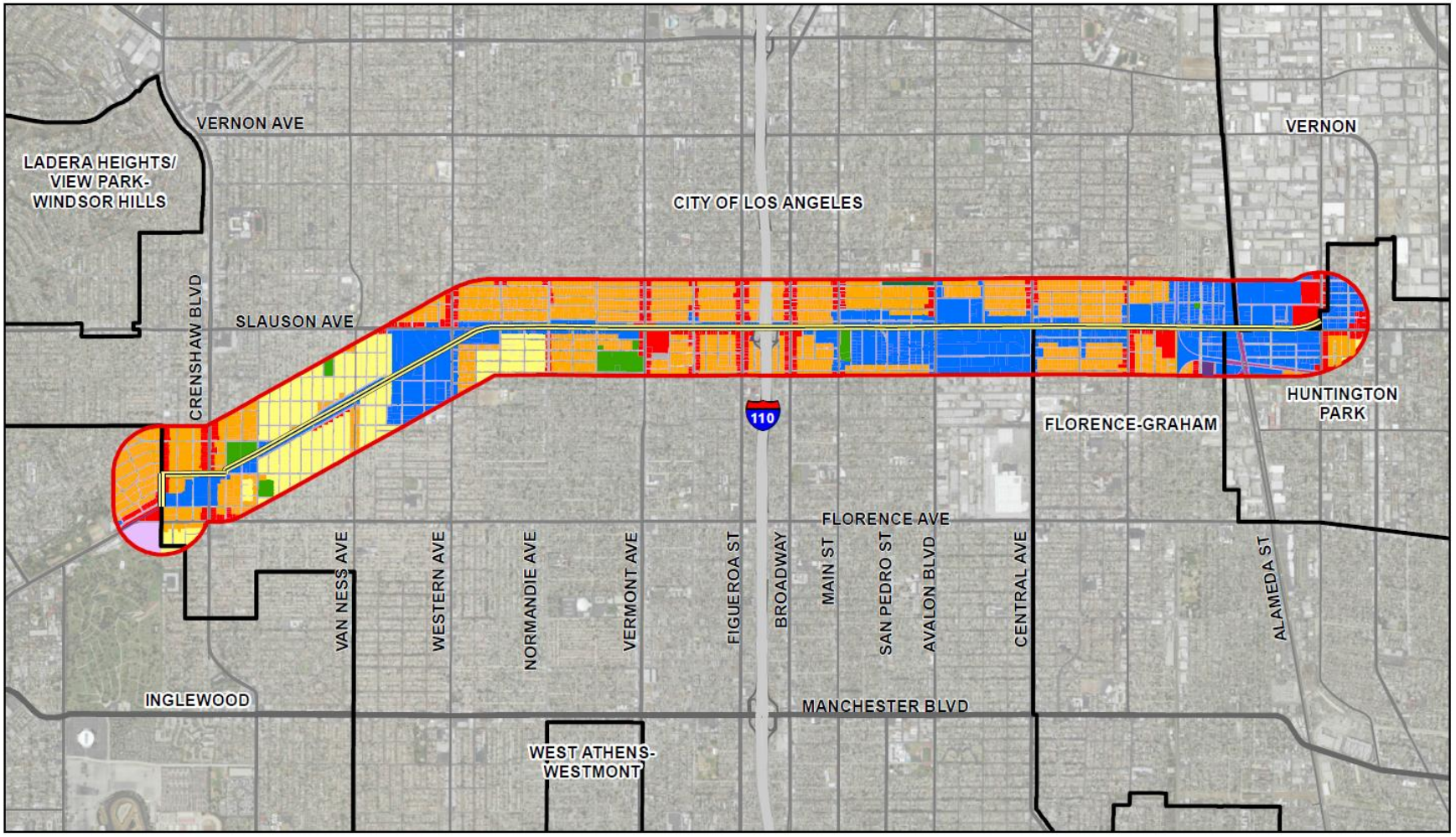
TABLE 2: PROJECT CORRIDOR ADJACENT LAND USE, ZONING, AND GENERAL PLAN LAND USE DESIGNATIONS

Corridor Segment	Jurisdiction	Adjacent Land Use	Zoning	General Plan Land Use Designation
West Blvd. between Redondo Blvd. and 68th St.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles; City of Inglewood (west of West Blvd.)	Commercial, Industrial	MR1-1VL (City of Los Angeles); C-3, R-3 (City of Inglewood)[1]	Limited Industrial (City of Los Angeles); Commercial, Medium Density Residential (City of Inglewood)[1]
West Blvd. between 68th St. and 67th St.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles; City of Inglewood (west of West Blvd.)	Multi-family Residential, Church	C2-1 (City of Los Angeles), R-3 (City of Inglewood)[1]	General Commercial (City of Los Angeles), Medium Density Residential (City of Inglewood)[1]
67th St. between West Blvd. and Victoria Ave.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential	R3-1[1]	Medium Residential[1]
67th St. between Victoria Ave. and Harbor Subdivision ROW	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Commercial and Single- and Multi-family Residential (north side of E. 67th St.); Industrial (south side of E. 67th St.)	R3-1, C2-1 (north side of E. 67th St); MR1-1VL (south side of E. 67th St)[1]	Medium Residential, General Commercial (north side of E. 67th St.); Limited Industrial (south side of E. 67th St.)[1]
Harbor Subdivision ROW (between 67th St. and 11th St.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single-family Residential (north side of E. 67th St.); Industrial (south side of E. 67th St.	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between 11th St. and 8th Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Los Angeles Unified School District Maintenance & Operation (north side of rail ROW); Industrial (south side of rail ROW)	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between 8th Ave. and 4th Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	CM-1VL	Commercial Manufacturing
Harbor Subdivision ROW (between 4th Ave. and Van Ness Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between Van Ness Ave. and Wilton Pl.)	South Los Angeles Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	M1-1	Light Industrial
Harbor Subdivision ROW (between Wilton Pl. & Slauson Ave.)	South Los Angeles Community in the City of Los Angeles	Industrial, Commercial	M1-1	Light Industrial
Harbor Subdivision ROW (east of Western Ave. to west of Vermont Ave.)	South Los Angeles Community in the City of Los Angeles	Youth Build Charter School of California, Church, Commercial, Industrial, Single-family Residential	CM-1	Commercial Manufacturing
Harbor Subdivision ROW at Slauson Ave./Vermont Ave. intersection	South Los Angeles Community in the City of Los Angeles	Commercial	C2-2	Commercial Manufacturing

Corridor Segment	Jurisdiction	Adjacent Land Use	Zoning	General Plan Land Use Designation
Harbor Subdivision ROW (between Vermont Ave. and Figueroa St.)	South Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Single-family Residential	CM-1	Commercial Manufacturing
Harbor Subdivision ROW (between Figueroa St. and Broadway)	Southeast Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Single-family Residential, Parking Lot	M1-1	Limited Industrial
Harbor Subdivision ROW at Slauson Ave./Broadway intersection	Southeast Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Parking Lot	C2-1	Neighborhood Commercial
Harbor Subdivision ROW east of Broadway and west of Main St.	Southeast Los Angeles Community in the City of Los Angeles	Single- and Multi-family Residential, Offices, Commercial, Church	R2-1	Low Medium I Residential
Harbor Subdivision ROW at Slauson Ave./Main St. Intersection	Southeast Los Angeles Community in the City of Los Angeles	Hubert H. Humphrey Comprehensive Health Center, Juanita Tate Elementary School, Commercial, Industrial	M1-1	Limited Industrial
Harbor Subdivision ROW between Main St. and Central Ave.	Southeast Los Angeles Community in the City of Los Angeles	Los Angeles Academy Middle School, Commercial, Industrial	MR1-1	Limited Industrial
Harbor Subdivision ROW (between Central Ave. and Compton Ave.)	Florence (unincorporated community in County of Los Angeles)	Commercial, Industrial	M-2	Public and Semi-Private
Harbor Subdivision ROW (between Compton Ave. and Long Beach Ave.)	Florence (unincorporated community in County of Los Angeles)	Augustus F. Hawkins Nature Park, Commercial, Industrial	M-1	Public and Semi-Private
Harbor Subdivision ROW (between Long Beach Ave. and Alba St./Wilmington Ave.)	Florence (unincorporated community in County of Los Angeles)	Commercial, Industrial	C-M	Public and Semi-Private
Harbor Subdivision ROW (between Alba St./Wilmington Ave. and Alameda St.)	City of Huntington Park	Industrial	n/a [2]	n/a [2]
Harbor Subdivision ROW (between Alameda St. and S. 1st St.)	City of Vernon	Medical offices, Industrial	Industrial	Industrial
Harbor Subdivision ROW (between S. 1st St. and Santa Fe Ave.)	City of Huntington Park, City of Vernon	Commercial, Industrial	n/a (City of Huntington Park) [2]; Commercial-2 (City of Vernon)	n/a (City of Huntington Park) [2]; Commercial (City of Vernon)

Notes:
[1] Zoning and General Plan Land Use designation adjacent to the street ROW.
[2] No Zoning and General Plan land use designation is available for the portion of the ROW that is within the City of Huntington Park.
SOURCE: Terry A. Hayes Associates, 2016; http://zimas.lacity.org, accessed on August 2, 2016; West Adams-Baldwin Hills-Leimert Community Plan, General Plan Land Use Map, December 8, 2010; Southeast Los Angeles Community Plan, General Plan Land Use Map, August 22, 2013; South Los Angeles Community Plan, General Plan Land Use Map; May 29, 2015.

FIGURE 8: ZONING WITHIN 0.25 MILES OF PROJECT CORRIDOR



3.3. TRAFFIC AND TRANSPORTATION

3.3.1. Traffic

The existing street system in the Study Area consists of a roadway system that includes freeways, as well as arterials, collector, and local streets. Regional access to the Project corridor is provided by I-110, which runs north-south within the vicinity of the Project corridor. Slauson Avenue parallels the Project corridor east of Western Avenue to Santa Fe Avenue. Direct north-south access to the Project corridor is provided by all intersecting arterials, as well as by many collectors and some local streets. Arterials that intersect with the Project Corridor include Compton Avenue, Hooper Avenue, Central Avenue, Avalon Boulevard, San Pedro Street, Main Street, Broadway, Figueroa Street, Hoover Street, Vermont Avenue, Normandie Avenue, Western Avenue, Van Ness Avenue, and Crenshaw Boulevard.

Public transit in the area surrounding the Project corridor is provided by Metro and Los Angeles Department of Transportation's (LADOT) Downtown Area Short Hop (DASH) transit service. Metro bus lines 108 and 358 provide service east/west along Slauson Avenue. North/south bus connections are available at Compton Avenue (Lines 55/355/611), Hooper Avenue (Line 102), Central Avenue (Line 53), Avalon Boulevard (Lines 51/52/351), Main Street (Line 48), Broadway (Lines 45/745), Figueroa Street (Line 81), Vermont Avenue (Lines 754/204), Normandie Avenue (Line 206), Western Avenue (Lines 757/207), Van Ness Avenue (Line 209), and Crenshaw Boulevard (Lines 710/740/40/210).

Along the Project corridor, the Southeast DASH bus line runs on Slauson Avenue between Main Street and Vermont. The Chesterfield Square DASH bus line runs along Slauson Avenue between Hoover Street and Vermont Avenue. The Vermont/Main DASH bus line runs along Slauson Avenue between Vermont Avenue and Main Street. Within the vicinity of the Project corridor, the Pueblo del Rio DASH bus line runs north-south between Gage Avenue and Vernon Avenue. This route crosses Slauson Avenue on Holmes Avenue.

Connections to regional transit service are available at the Metro Blue Line Slauson Avenue Station and at the Metro Silver Line Slauson Avenue Station. A future regional transit service connection will be available at the west end of the Project corridor when the Crenshaw/LAX Fairview Heights station opens in 2019.

A Transportation Analysis Report was conducted by Fehr & Peers for the Project in January 2017 (see **Appendix A**). The Transportation Analysis Report examined 21 signalized intersections and 5 unsignalized locations:

- Signalized Intersections:
  1. Slauson Avenue/Alameda Street (operated by the City of Huntington Park)
  2. Slauson Avenue/Holmes Avenue (operated by the County of Los Angeles)
  3. Slauson Avenue/Compton Avenue (operated by the County of Los Angeles)
  4. Slauson Avenue/Hooper Avenue (operated by the County of Los Angeles)
  5. Slauson Avenue/Central Avenue

6. Slauson Avenue/McKinley Avenue
7. Slauson Avenue/Avalon Boulevard
8. Slauson Avenue/San Pedro Street
9. Slauson Avenue/Main Street
10. Slauson Avenue/Broadway
11. Slauson Avenue/I-110 SB ramp
12. Slauson Avenue/I-110 NB ramp
13. Slauson Avenue/Figueroa Street
14. Slauson Avenue/Hoover Street
15. Slauson Avenue/Vermont Avenue
16. Slauson Avenue/Budlong Avenue
17. Slauson Avenue/Normandie Avenue
18. Slauson Avenue/Denker Avenue
19. 67th Street/Crenshaw Boulevard
20. 67th Street/West Boulevard
21. Florence Avenue/West Boulevard

- Unsignalized Locations:
  1. Slauson Avenue/Long Beach Avenue W.
  2. Slauson Avenue east of Western Avenue
  3. Western Avenue south of Slauson Avenue
  4. Van Ness Avenue south of Hyde Park Boulevard
  5. 67th Street/11th Avenue

The Highway Capacity Manual's "Operational Analysis" delay-based methodology was used to determine the level of operation at all signalized intersections that were examined in the Transportation Analysis Report. This operational method determines the key operating characteristics of signalized intersections. These characteristics are used to evaluate the operation of each signalized intersection, which is described generally in terms of level of service (LOS) and expressed in terms of seconds of delay. **Table 3** provides delay-based LOS definitions for signalized intersections. Under the criteria established by Metro, the Project would have an adverse effect on traffic when the increase in vehicle delay is equal to or greater than 5.0 seconds for intersections operating at LOS E or F. Intersections operating at LOS D or better are not considered to have an adverse effect regardless of the Project-related increase in vehicle seconds of delay.

TABLE 3: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
SOURCE: Transportation Research Board, *Highway Capacity Manual*, 2000.		

The Project would attract new pedestrian and bicycle trips to the Project corridor but would not generate new vehicle trips or result in a redistribution of traffic patterns. The Project design includes various components to promote pedestrian and bicycle flow without disrupting traffic. A key component of the Project is the modification of traffic signal phasing to facilitate bicycle and pedestrian flow along the Project corridor, and to eliminate conflicts between vehicle and active transportation traffic in order to reduce safety hazards. To this end, east-west minimum green time at signalized intersections along the Project corridor would be extended to allow for automatic recall of the pedestrian walk phase, and eliminate the need for bicyclists and pedestrians to manually request a pedestrian walk signal. Under existing conditions, the majority of eastbound left-turns along the Project corridor are protected. With implementation of the Project, eastbound left-turn protections would be extended to all signalized intersections to prevent conflict between vehicles needing to head north across the Project corridor and bicyclists and pedestrians crossing street intersections in an east/west direction. Additionally, under existing conditions, the majority of the signalized intersections include southbound "no right-turn-on-red" restrictions due to the presence of the freight rail crossings. These restrictions would be maintained and extended to the westbound right-turn movement to prevent conflicts between southbound right-turning vehicles or westbound right-turning vehicles and bicyclists and pedestrians crossing east-west along the Project corridor during the pedestrian walk phase.

At two unsignalized intersections along the Slauson Avenue portion of the Project corridor (Towne Avenue and Paloma Avenue), the Project would prohibit eastbound left turns to eliminate the conflict between users of the Project corridor and eastbound left turning

vehicles. For the traffic analysis, eastbound left turn volumes from Towne Avenue and Paloma Avenue were shifted evenly to the intersections immediately adjacent to these two streets.

No north-south crosswalks currently exist at the I-110 north- and southbound on- and off-ramps on Slauson Avenue, including the Metro Silver Line Slauson station, which is located in the center of I-110. The Project would provide north-south crosswalks at the interior of the intersection of each ramp closest to the Silver Line Slauson station (i.e., north-south crosswalks would be provided at the east side of the I-110 southbound ramps and at the west side of the I-110 northbound ramps). Due to the likely number of pedestrian crossings per hour with implementation of the Project, as well as in the interest of maintaining freeway-bound vehicular operations to the closest degree to existing conditions as possible, the traffic analysis assumes that pedestrian crossing signals at the ramps would be actuated by the bicyclist or pedestrian, rather than on automatic recall.

At the intersection of 67th Street and Crenshaw Boulevard, a pedestrian-only, diagonal crossing phase has been simulated through the analysis of an extended all-red phase. Signal timings would be optimized to better accommodate overall traffic flow following the above modifications.

Three new traffic signals (including midblock locations) are proposed for the Project and were evaluated in the traffic analysis:

- Slauson Avenue/Long Beach Avenue
- Slauson Avenue east of Western Avenue
- Western Avenue south of Slauson Avenue

Currently, at the Slauson Avenue/Long Beach Avenue intersection, no north-south pedestrian crossing facility connects the Metro Blue Line Slauson light rail station on the south side of the street with the neighborhood to the north. During field observations, numerous pedestrians were observed crossing north-south across Slauson Avenue, often needing to run to avoid high-speed traffic. In order to provide a direct connection between the Project corridor on the north side of Slauson Avenue and the light rail station and bus stop on the south side of the street, as well as to facilitate existing pedestrian travel between the station and the neighborhood to the north, a north-south pedestrian crosswalk with signal would be implemented at this location.

At the diagonal segment of the Project corridor, two-phase pedestrian signals would be implemented at two streets that intersect with the Project corridor: Slauson Avenue east of Western Avenue and Western Avenue south of Slauson Avenue. The pedestrian signals would facilitate pedestrian and bicycle flow along the Project corridor. The pedestrian signal would be coordinated with upstream and downstream signals in order to best maintain traffic operations. To provide the most conservative estimate of the impact of pedestrian crossings on vehicle traffic, the traffic analysis assumes that the pedestrian call button triggering the signal would be activated once per cycle.

To evaluate the potential impacts of the Project in opening year (Year 2019) conditions, future traffic conditions in the area surrounding the Project corridor was estimated. The traffic volumes projected for the No Build scenario take into account the expected changes in traffic over existing conditions from two primary sources: 1) ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and 2) traffic generated by specific development projects in, or in the vicinity of, the Project corridor. The methods used to account for these factors can be found in the Transportation Analysis Report, which is located in **Appendix A**.

Table 4 compares Project with No Build scenario LOS. **Table 5** summarizes the LOS at the new mid-block crossings proposed under the Project. All 21 analyzed intersections and the four new signalized crossings are projected to operate at LOS D or better during one or both of the peak hours under Project conditions. Therefore, the Project would not result in adverse effects related to intersection delay.

TABLE 4: INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name	E/W Street Name	Peak Hour	No Build Delay (sec)	No Build LOS	Project Delay (sec)	Project LOS	Project Increase With Delay (sec)	Significant Impact Yes/No)
1	Alameda Ave.	Slauson Ave.	AM	48	D	48	D	0	NO
			PM	44	D	44	D	0	NO
2	Holmes Ave.	Slauson Ave.	AM	19	B	19	B	0	NO
			PM	17	B	18	B	1	NO
3	Compton Ave.	Slauson Ave.	AM	23	C	26	C	3	NO
			PM	25	C	21	C	-4	NO
4	Hooper Ave.	Slauson Ave.	AM	14	B	18	B	4	NO
			PM	11	B	20	B	9	NO
5	Central Ave.	Slauson Ave.	AM	35	C	32	C	-3	NO
			PM	38	D	36	D	-2	NO
6	McKinley Ave.	Slauson Ave.	AM	23	C	23	C	0	NO
			PM	16	B	16	B	1	NO
7	Avalon Blvd.	Slauson Ave.	AM	35	C	35	C	0	NO
			PM	37	D	37	D	0	NO
8	San Pedro St.	Slauson Ave.	AM	23	C	24	C	1	NO
			PM	32	C	33	C	1	NO
9	Main St.	Slauson Ave.	AM	51	D	36	D	-15	NO
			PM	39	D	36	D	-3	NO
10	Broadway	Slauson Ave.	AM	50	D	49	D	-1	NO
			PM	39	D	37	D	-2	NO
11	I-110 NB Ramp	Slauson Ave.	AM	20	B	25	C	5	NO
			PM	23	C	26	C	3	NO
12	I-110 SB Ramp	Slauson Ave.	AM	19	B	14	B	-5	NO
			PM	7	A	8	A	1	NO
13	Figueroa St.	Slauson Ave.	AM	69	E	66	E	-3	NO
			PM	68	E	45	D	-23	NO
14	Hoover Ave.	Slauson Ave.	AM	32	C	34	C	2	NO
			PM	29	C	29	C	0	NO
15	Vermont Ave.	Slauson Ave.	AM	31	C	31	C	0	NO
			PM	37	D	37	D	0	NO
16	Budlong Ave.	Slauson Ave.	AM	10	A	12	B	2	NO
			PM	24	C	26	C	2	NO
17	Normandie	Slauson Ave.	AM	49	D	50	D	1	NO
			PM	34	C	37	D	3	NO
18	Denker Ave.	Slauson Ave.	AM	10	A	11	B	1	NO
			PM	16	B	28	C	12	NO
19	Crenshaw Blvd.	67th St.	AM	13	B	14	B	1	NO
			PM	13	B	13	B	0	NO
20	West Blvd.	67th St.	AM	8	A	11	B	3	NO
			PM	5	A	10	A	5	NO
21	West Blvd.	Florence Ave.	AM	29	C	29	C	0	NO
			PM	26	C	26	C	0	NO

SOURCE: Fehr & Peer, *Draft Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project*, January 2017.

TABLE 5: NEW SIGNALIZED CROSSING LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name	E/W Street Name	Crossing Type	Analyzed Periods	Delay	LOS
1	Long Beach Ave.	Slauson Ave.	Intersection	AM	3	A
				PM	3	A
2	Slauson Ave.	e/o Western Ave.	Midblock	AM	6	A
				PM	6	A
3	Western Ave.	s/o Slauson Ave.	Midblock	AM	6	A
				PM	6	A
4	Van Ness Ave.	s/o Hyde Park Blvd.	Midblock	AM	6	A
				PM	6	A

SOURCE: Fehr & Peer, *Draft Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project*, January 2017.

3.3.2. Parking

The Project corridor currently does not have any designated public parking spaces. However, several portions of the Metro-owned ROW (such as at the northeast corner of Towne Avenue/Slauson Avenue and between McKinley Avenue and Central Avenue) are currently used for informal parking. The vehicles are illegally parked on the Metro-owned ROW and, currently, the Los Angeles Police Department (LAPD) could cite and tow the vehicles parked within the Metro-owned ROW. At the northeast corner of Towne Avenue/Slauson Avenue, an approximately 15-foot strip of unpaved land is situated between the Metro-owned ROW and buildings and fences of the adjacent property. Vehicles that are parked diagonally in this area typically do not encroach onto the Metro-owned ROW. However, some vehicles park perpendicular to the Metro-owned ROW. These vehicles illegally encroach onto the Metro-owned ROW. Additionally, vehicle must use the Metro-owned ROW to access these informal spaces (for diagonal and perpendicular parking). However, existing on-street parking spaces are available in the areas surrounding the Project corridor. The Project would not remove any designated public parking spaces.

Metro currently leases the Metro-owned ROW between Holmes Avenue and Alba Street for vehicle and truck parking. The ground lease agreement in the area between Holmes Avenue and Bandera Street was obtained after Metro acquired the Harbor Subdivision ROW from ATSF. Tenants for this ground lease would not be eligible for relocation assistance and compensation. However, Metro would offer relocation advisory assistance and general assistance if requested. The ground lease in the area between Alba Street and Bandera Street was obtained prior to Metro's purchase of the Harbor Subdivision ROW from ATSF. This location would be eligible for relocation assistance and compensation per the per the Uniform Relocation Assistance and Real Property Acquisition Policies Act, pursuant to 49 CFR Part 24, and the California Relocation Act.

The Project would not remove any designated public parking spaces, and the Project is not anticipated to result in a permanent loss of parking. Therefore, the Project would not result in an adverse effect related to parking.

3.3.3. Transportation

The Project would improve access for pedestrians, cyclists, and transit riders to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines. Therefore, the Project would not result in an adverse effect related to bus services.

3.4. CULTURAL RESOURCES

A Cultural Resources Study was completed by Rincon Consultants, Inc. for the Project on February 27, 2017 (see **Appendix B**). Section 106 of the NHPA requires the delineation of an Area of Potential Effect (APE). Under 36 CFR Part 800.16(d), APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The APE for the Project comprises the 6.4-mile section of the Harbor Subdivision ROW. Along the Project corridor, the Metro-owned ROW ranges from approximately 25 feet to 105 feet in width. The depth of ground disturbance for the Project corridor is not expected to exceed five feet.

The National Register of Historic Places (NRHP) recognizes properties that are significant at the federal, state, and/or local levels. Listing in the NRHP assists in preservation of historic properties through: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally-assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a surface coal mining permit; and qualification for federal assistance for historic preservation, when funds are available. In addition, for projects that receive federal funding, a clearance process must be completed in accordance with Section 106 of the NHPA. Furthermore, state and local regulations may apply to properties listed in the NRHP.

To be considered eligible for listing in the NRHP, properties must meet any or all of the following criteria:

- Criterion A: Associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Associated with the lives of persons significant in our past.
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Yield, or may be likely to yield, information important in prehistory or history.

In addition to meeting any or all of the above criteria, properties must also possess integrity of location, design, setting, feeling, workmanship, association, and materials.

The criteria for eligibility for the California Register of Historical Resources (CRHR) are based upon NRHP criteria. These criteria are:

- Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California of the United States.
- Criterion 2: Associated with the lives of persons important to local, California or national history.
- Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

A historic resource eligible for listing in the CRHR must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

The California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton was searched to identify all previous cultural resources work and previously recorded cultural resources (including resources listed in the NRHP and CRHR) within 0.25 miles of the Project APE. The SCCIC records search identified a total of 31 previous studies within 0.25 miles of the Project APE, 11 of which included a portion of the Project APE. The SCCIC records search identified 20 previously recorded cultural resources within 0.25 miles of the Project APE, of which one is located directly adjacent to the APE and none are located within the APE (see **Table 6**).

In addition, a review of the City of Los Angeles historic-cultural monument (HCM) report indicates that none of the uses adjacent to the Project corridor are designated local historic resources. According to the *SurveyLA: South Los Angeles Historic Resources Survey Report*, two properties adjacent to the Project corridor may be eligible to be listed in the NRHP, CRHP, or the locally designated HCM. The two properties are the Foster Planing Mill at 262 58th Street and a Quonset hut at 1334 58th Street. The report indicates that additional research is needed to determine whether the two properties are eligible to be listed in the NRHP, CRHP, or the locally designated HCM. The Project does not involve any changes outside of the existing West Boulevard, 67th Street, and Harbor Subdivision ROWs. Thus, the Project is not expected to change the character or use of the two properties.

Cultural resource primary number 19-002859 is a clay utility conduit located directly adjacent to the Project APE. The conduit is underground, approximately 25 to 37 inches below the surface of the northernmost westbound lane of Slauson Avenue, approximately five feet from the Project corridor.

TABLE 6: PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN 0.25 MILE OF THE PROJECT APE

Primary Number	Description	NRHP/CRHR Eligibility Status	Recorded By and Year	Proximity to Project APE
19-002859	Clay conduit	Insufficient information	H. Brewer 2000	**Adjacent**
19-002860	Concrete storm drain	Insufficient information	D. Livingstone and J. Paniagua 2000	Outside
19-002863	Utility vault	Insufficient information	S. Kestler, H. Brewer, and D. Livingstone 2000	Outside
19-002870	Railroad signal tower	Insufficient information	J. Paniagua, H. Brewer, and D. Livingstone 2000	Outside
19-002871	Utility vault	Insufficient information	J. Paniagua and D. Livingstone 2000	Outside
19-004165	Historic refuse scatter and seepage pit	Insufficient information	C. Hunt and C. Barkes 2010	Outside
19-186738	3008 W. Hyde Park; Commercial building	Recommended ineligible	S. Younger and J. Marvin 2002	Outside
19-186741	5600 S. Central Ave.; Commercial building	Insufficient information	J. Marvin, S. Younger, J. Michalsky 2002	Outside
19-187509	5734 S. Broadway; Commercial building	Recommended ineligible for NRHP	C. Taniguchi 2004	Outside
19-187537	114 E. 57th Street; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187538	118 E. 57th St.; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187539	120-122 E. 57th St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187540	126 E. 57th St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187541	134 E. 57th St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187732	5921 S. Western Ave.; Industrial building/ warehouse	Presumed ineligible	N. Pletka and J. Marvin 2003	Outside
19-188503	2001 W. 60th St.; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-188505	5900-5904 ½ S. Broadway St.; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-189329	1340 W. 58th St.; Commercial building	Recommended ineligible for NRHP	D.E. Supernowicz 2007	Outside
19-189810	200 E. Slauson Ave.; Industrial building	Insufficient information	J. McKenna 2001	Outside
19-190078	5833 S. Avalon; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2012	Outside

SOURCE: Rincon, *Metro Rail to Rail Active Transportation Corridor Project Cultural Resources Study*, February 27, 2017.

The site was recorded in 2000 by H. Brewer when it was encountered during construction monitoring. According to Pacific Bell engineering records, the conduit contains four ducts housing copper telephone wire installed in 1922. The lines were still active at the time of recordation. No artifacts or other associated cultural materials were found in association with the conduit.

In addition to the record search, Native American scoping was also conducted. The Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Land File (SLF). Results from NAHC stated that the SLF request produced negative results. NAHC provided a list of eight groups or individuals to contact regarding information on cultural resources in or near the APE. Letters and follow-up phone calls to each of the eight contacts were made, and no response were received. Additionally, in accordance with State of California Assembly Bill (AB) 52, Native American consultation has been conducted. AB 52 consultation included a meeting between Metro and the Gabrielino Band of Mission Indians – Kizh Nation. The meeting resulted in the discussion of trade routes through the Project vicinity but did not identify tribal cultural resources within the APE. Communications with NAHC, informal Native American scoping, and email exchanges between Metro as part of the AB 52 consultation are included in **Appendix B** of the Cultural Resources Study. No cultural resources were identified within the Project APE as a result of the records search or the Native American consultation.

An intensive pedestrian survey of all accessible areas of the Project APE was completed on August 18, 2016. A reconnaissance-level survey was conducted on all areas that were not safely accessible. One built-environment resource was identified within the APE during the survey: the Harbor Subdivision ROW. Several features attributed to the Harbor Subdivision ROW including electrical boxes, connectors, rail switches, derailers, and exposed pipe were noted.

Neither the section of the railroad under evaluation nor the Harbor Subdivision ROW in its entirety appears to meet the eligibility criteria for the NRHP or the CRHR. Portions of the Harbor Subdivision ROW were constructed in the late 1800s and up through 1926 when it connected with the Belt Line Railroad at the Los Angeles Harbor. The railroad within the Harbor Subdivision ROW has lost integrity of design, materials, and workmanship. The 2006 Harbor Subdivision Transit Analysis report shows that the section passing through the Project APE is approximately postmile 2 through 9. In this area, the rails date from 1954 – 1998 and the rail ties date from 1979 – 1980. The area surrounding the Harbor Subdivision ROW has also changed dramatically since the railroad was originally constructed. The parcels adjacent to the Harbor Subdivision ROW have been developed with buildings of various uses. Therefore, the integrity of setting, feeling and association has been diminished. Thus, the Harbor Subdivision ROW and the railroad within the ROW is not considered to meet the criteria for listing in the NRHP or CRHR. Although the railroad is broadly associated with the development of the area (Criterion A/1), it has lost much of its integrity. Based on current research, it is not known to be associated with the lives of persons significant in our past (Criterion B/2). It does not embody distinctive characteristics of a type, period or method of

construction, represent the work of a master, or possess high artistic values. No special engineering or construction techniques were known to be used in the construction of the railroad (Criterion C/3). There is no information to indicate that the property has the potential to yield information important to prehistory or history (Criterion D/4). As the railroad within the Project corridor does not meet Criteria 1 through 4, the railroad was determined not eligible for inclusion in the NRHP.

As discussed, no cultural resources were identified within the APE as a result of the records search or the Native American and historic group consultation. One historic-era built environment resource was identified within the APE during the pedestrian survey: a 6.4-mile section of the Harbor Subdivision ROW. This rail segment was determined not eligible for inclusion in the NRHP. Therefore, the Project would not result in an adverse effect related to cultural resources.

Most of the Project corridor has been previously disturbed due to rail construction with gravel and or pavement obscuring 90 percent of the surface within the Project corridor. No archaeological and paleontological resources were identified within the Project corridor during the pedestrian survey of all accessible areas and during the reconnaissance-level survey of the Project APE (see the Cultural Resources Study in **Appendix B**). Ground disturbing activities from construction of the railroad within the Harbor Subdivision ROW has likely destroyed any archaeological and paleontological resources that may have existed on the surface of the Project corridor and grading for the rail would have likely caused significant damage to subsurface deposits.

In the unlikely event that archaeological and paleontological resources are encountered during excavation (which would include up to five feet of excavation), grading, or construction of the Project, Metro would be notified immediately, and all work would cease in the area of the find until a qualified archaeologist or paleontologist evaluates the find. The found deposits would be treated in accordance with federal, state and local guidelines, including those set forth in Public Resources Code (PRC) Section 21083.2. Therefore, the Project would not result in an adverse effect related to archaeological and paleontological resources during construction.

3.5. NOISE AND VIBRATION

Noise sensitive land uses are listed in **Table 1**, above. In addition, single- and multi-family residential uses are located adjacent to and within the vicinity of the Project corridor.

Existing noise levels were monitored at various locations within the vicinity of the Project corridor between 9:00 a.m. and 2:00 p.m. on August 11, 2016. These readings were used to establish existing ambient noise conditions. No freight train activities occurred during the noise measurements. As shown in **Table 7**, averaged 15-minute noise levels were between 55.7 and 71.5 dBA (L_{eq}).

TABLE 7: EXISTING NOISE LEVELS

Noise Measurement Location	Noise Level (dBA, Leq)
1. Rail ROW west of Santa Fe Ave.	62.3
2. Augustus F. Hawkins Nature Park (noise measurement was taken 270 feet north of the corridor)	55.7
3. Estrella Elementary School (noise measurement was taken 350 feet north of the corridor on Main St.)	71.5
4. Augustus F. Hawkins High School (noise measurement was taken 190 feet south of the corridor on Menlo Ave.)	62.8
5. Residential Use at 58th St. (noise measurement was taken 100 feet north of the corridor)	55.4
6. Residential Use at Wilton Pl. (noise measurement was taken 120 feet south of the corridor)	57.8
7. Industrial Use at 8th Ave. (noise measurement was taken 140 feet north of the corridor)	66.1
8. Residential Use at 67th St. (noise measurement was taken adjacent to Option 1 portion of the corridor and 600 feet north of Option 2 of the corridor)	60.5

SOURCE: Terry A. Hayes Associates, 2016.

The Project would not include a mechanical source of noise. Low-level noise would be generated by bicyclists and pedestrians having conversations on the path. It is anticipated that noise generated on the bike path would be overshadowed by existing traffic noise. Normal conversation (i.e., not raised voices) generates a noise level of approximately 54 A-weighted decibels (dBA) at six feet.[3] Conversational noise occurring along the Project corridor would be consistent with existing noise levels. Regarding vibration, bicycle and other activities that would occur along the Project corridor would not generate vibration. Therefore, the Project would not result in an adverse effect related to operational noise or vibration.

3.6. ACQUISITIONS AND RELOCATIONS

Leases. Metro has five ground lease agreements that are within the Project corridor. These lease agreements would be terminated with implementation of the Project. No commercial or residential structures are within the areas leased by Metro.

The five businesses with ground leases entered into the lease agreements for vehicle and/or truck parking, storage, and/or construction staging. Three of these ground leases are on a month-to-month basis. One of the leases (located on Slauson Avenue between Normandie Avenue and Budlong Avenue) has a lease term that ends in December 2018. After the lease ends, the lease will be on a month-to-month basis. This business uses the Metro-owned property for construction staging and storage, including dirt piles, for the Crenshaw/LAX Light Rail transit project. As discussed in Subsection 3.3.2., Parking, one of the tenants (located on

[3]The Engineering Toolbox, *Voice Level and Distance*, http://www.engineeringtoolbox.com/voice-level-d_938.html, accessed February 23, 2017.

Slauson Avenue between Alba Street and Bandera Street) has a ground lease agreement on the Harbor Subdivision ROW that was obtained prior to Metro's purchase of ROW from ATSF. This tenant would be eligible for relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act, pursuant to 49 CFR Part 24, and the California Relocation Act. The other four lease agreements were obtained after Metro acquired the Harbor Subdivision ROW. As these tenants entered into lease agreements with Metro after Metro's purchase of the Harbor Subdivision ROW, the affected tenants would not be eligible to receive financial assistance to relocate. However, Metro would offer relocation advisory assistance and other general assistance if requested by the tenants.

The Project would occur completely within public street ROW and Metro-owned Harbor Subdivision ROW. The Project does not involve acquisition of properties and does not require any permanent easements. Metro's standard practice is to send affected tenants a courtesy letter one year prior to the start of a project or lease termination to ensure that the affected tenants are adequately informed and are provided a reasonable amount of time to relocate. Although no formal courtesy letters have been sent to the affected tenants yet, the affected tenants have been notified about the Project through mailings that informed them about the community meetings that were held for the Project on January 26, 2017. In addition, Metro would provide the affected tenants with at least a 90-day termination notice of the actual lease termination date. As previously mentioned, Metro would provide relocation assistance and compensation for tenants whose leases were acquired by Metro when Metro purchased the Harbor Subdivision ROW. For the affected tenants whose lease agreements were obtained after Metro's purchase of the Harbor Subdivision ROW, Metro would offer relocation advisory assistance and other general assistance if requested. Therefore, the Project would not result in an adverse effect related to acquisition and relocation.

Encroachments and Informal Uses along Project Corridor. Several uses along the Project corridor do not have lease agreements with Metro to use the Harbor Subdivision ROW. These include transient encampments and adjacent businesses that use the Harbor Subdivision ROW for parking and/or access to businesses. The re-use of the Harbor Subdivision ROW for bicycle and pedestrian pathways, fencing along the perimeter of the Project corridor, and landscaping would eliminate informal uses and encroachments that currently take place within the Project corridor.

Several transient encampments physically obstruct the Harbor Subdivision ROW between Van Ness Avenue and Western Avenue. This portion of the Harbor Subdivision ROW is primarily located between commercial and industrial uses. Based on field observations of the Project corridor, approximately 20 to 30 individuals are in tent encampments within this portion of the Project corridor. Prior to construction, the encampments would be removed and signs and fences would be placed around the Project corridor. Metro has developed a Homeless Strategic Plan, which aims at maintaining a safe and clean environment for Metro patrons while connecting homeless persons in the transit system to services and resources. As part of the Strategic Plan, Metro works with the Los Angeles County Department of Mental Health, the Los Angeles Homeless Services Authority and deputies from the Los Angeles County

Sheriff's Department (LASD) to respond to homelessness by working with homeless individuals and families and connecting them to resources and services. Encampments affected by the Project would be approached at least 30 days prior to the start of any site work. Anyone living within the Project corridor will be provided with information pertaining to public services and be directed to the City of Los Angeles for housing and any other additional social service needs.

Portions of the Harbor Subdivision ROW are currently used for informal parking and/or to access adjacent businesses. As discussed in Section 3.3.2, Parking, vehicles that are parked diagonally at the northeast corner of Towne Avenue/Slauson Avenue typically do not encroach onto the Metro-owned ROW. However, vehicles that park perpendicular to the Metro-owned ROW illegally encroach onto the Metro-owned ROW. Regardless of whether the vehicles are parked diagonally or perpendicularly, vehicles must use the Metro-owned ROW to access these informal spaces. With implementation of the Project, the northerly perimeter of the Metro-owned ROW would be fenced and these informal parking spaces would no longer be available. However, the Project would not remove any designated public parking spaces, and on-street parking spaces would still be permitted in the surrounding streets. Additionally, the formal driveway and entrance to this property is located on 58th Street and would remain available with implementation of the Project. Thus, adverse indirect business effects are not anticipated.

Between McKinley Avenue and Central Avenue, eight parcels are directly adjacent to the Harbor Subdivision ROW. Businesses on these parcels use the southern portion of the properties and portions of the Harbor Subdivision ROW to access the properties in the middle of the block and for parking. The businesses are light industrial and retail in nature. Six of the eight parcels currently have parking lots situated at the rear or side of the properties. Additionally, six parcels in this block are only accessible from adjacent parcels and the Harbor Subdivision ROW. The buildings on these parcels are set back between approximately 20 to 45 feet from the Harbor Subdivision ROW. Approximately 30 to 35 vehicles associated with these businesses currently parallel park within the Harbor Subdivision ROW in unmarked spaces. These vehicles are parked illegally along the Harbor Subdivision ROW and LAPD could cite and tow these vehicles for illegal trespassing. With implementation of the Project, the northerly perimeter of the Project corridor in this area would be fenced to prevent illegal parking within the Harbor Subdivision ROW. Adjacent property owners may need to reconfigure access to their businesses and parallel parking would be shifted approximately four to eight feet northward. Approximately 75 to 80 percent of the informal parking spaces would be maintained. Additionally, businesses would still be able to access and use the existing parking lots located on their property. As the vehicles are currently parked illegally within the Harbor Subdivision ROW, any indirect adverse effects are solely the responsibility of the property owner and does not result from the Project. Thus, adverse indirect business effects are not anticipated.

An informal driveway is currently located approximately 400 feet west of Central Avenue. At sometime in the past, there was a railroad siding tract that crossed Slauson Avenue in this

area. These tracks still remain in the street. To accommodate the siding track, a curb cut was provided on the north side of Slauson Avenue. Since abandonment of the siding, the curb cut has been converted to a driveway crossing of the Harbor Subdivision ROW from Slauson Avenue. Metro does not have a lease arrangement for this driveway crossing, and no permitted driveway is shown in the City of Los Angeles land use records. The driveway serves as an additional (more convenient) access for several retail/light industrial businesses located north of the Harbor Subdivision ROW between McKinley Avenue and Central Avenue. Formal driveway access to these business is available from curb cuts at McKinley Avenue and Central Avenue through some type of informal arrangement with adjacent property owners. The Los Angeles County Office of the Assessor does not have records that designate this area as a street, alley, or easement. With implementation of the Project, the encroaching driveway off of Slauson Avenue would be eliminated. No adverse effects are anticipated as access to adjacent businesses will continue to be possible from McKinley Avenue and Central Avenue under current arrangements between the affected adjacent property owners.

At 1701 Slauson Avenue, a self-storage building currently has 19 garage-style doors facing Slauson Avenue. Of the 19 garage-style doors, 14 garage-style doors provide access to storage areas. These doors are only accessible along the Harbor Subdivision ROW. The remaining five doors are part of the building façade and do not provide access to any storage units. Currently, the self-storage facility has over 500 storage spaces within the building associated with this business. The self-storage business currently rents the Harbor Subdivision ROW immediately south of the self-storage building on a month-to-month basis. The self-storage facility initially provided storage spaces that were accessible from the interior of the public storage building. None of the storage spaces were accessible outside of the public storage building. With implementation of the Project, external access to these 14 storage spaces would no longer be available. As a result, the property owner would need to either abandon the 14 newly created storage area entries or reconfigure access to these storage areas from inside the building if the original interior access were removed. As Metro was unaware of the building modification that created the exterior storage space entries with access only from Metro-owned ROW, any indirect adverse effects are solely the responsibility of the property owner and does not result from the Project.

In summary, the Project would provide homeless individuals living within the Project corridor with information pertaining to public services and be directed to the City of Los Angeles for housing and any other additional social service needs. Vehicles that are informally parked within the Metro-owned ROW are illegally parked and would be notified prior to implementation of the Project. The railroad siding tract that crossed Slauson Avenue approximately 400 feet west of Central Avenue is currently used illegally as an informal driveway. Although access to adjacent properties in this area would no longer be allowed at the informal driveway with implementation of the Project, the existing driveways at McKinley Avenue and Central Avenue would remain accessible. Additionally, the self-storage building at 1701 Slauson Avenue could be reconfigured to provide access to storage areas from inside the self-storage building. Therefore, the Project would not result in an adverse effect related to acquisition and relocation.

3.7. HAZARDOUS MATERIALS

A regulatory database search and site reconnaissance was completed for the area within 0.1 mile of the Harbor Subdivision ROW to identify properties that may represent a hazard to the Project (**Appendix C**). Based on the regulatory database search, the following properties may represent a hazard to the Project:

- Clean Harbor's, LLC, located at 5756 Alba Street, provides storage, treatment, and off-site transfer of hazardous waste generated from several industries. This facility is listed on several databases, the most significant of which include the Superfund Enterprise Management System Archive (SEMS-ARCHIVE), Resource Conservation and Recovery Act – Large Quantity Generator (RCRA-LQG), PCB Activity database (PADS), Emergency Response Notification System (ERNS), California Hazardous Material Incident Report System (CHMIRS), and Department of Toxic Substances Control EnviroStor (CA ENVIROSTOR). This facility has permits for significant hazardous waste generation and storage, including an extensive list of volatile organic compounds (VOCs), metals, and petroleum products. Notice of violations from various regulatory agencies have been issued due to improper handling of hazardous materials, improper cleanup to hazardous material spills, failure to meet general facility standards, failure to meet tank system standards, and administrative failures. The emergency response listings for this facility indicate several releases of 1,000 gallons of polychlorinated biphenyls (PCBs) during various operations (such as drum filling, transformer upgrades, etc.).
- 5816 South Central Avenue is a plating facility. This facility is listed on the SEMS database and an inactive DTSC EnviroStor case, which is listed as needing evaluation.
- 5716 McKinley Avenue is an industrial facility listed on the SEMs database and EnviroStor database, with confirmed contaminates of concern including benzene, lead, and tetrachloroethylene (PCE).

In addition to the regulatory database search, a site reconnaissance of the entire Metro-owned ROW was completed to visually identify apparent areas of concern from former railroad operations, physical settings, and/or adjoining property uses. The following locations within the Project corridor were identified as higher risk for contamination during the site reconnaissance:

- Old transformers/electrical boxes (high risk for PCBs), which can be found near the northwest corner of the 11th Avenue/67th Street intersection (near the western end of the Project corridor) and at the Slauson Avenue/2nd Street intersection (near the eastern end of the Project corridor);
- In the vicinity of observed stockpiled soils from the City of Los Angeles sewer rehabilitation project between Normandie Avenue and Budlong Avenue;
- In the vicinity of observed stockpiled soils and overflow truck parking between Holmes Avenue and Alameda Street, adjacent to Clean Harbor's;
- An identified wood mill that spilled wood residue onto the rail ROW between Normandie Avenue and Budlong Avenue; and

- In an identified low point to the east of Gramercy Place, 317 feet north of 60th Street.

The western portion of the Project corridor (approximately 0.5 miles) would be located within public street ROWs. This portion of the Project is completely paved. Existing uses adjacent to the West Boulevard and 67th Street portions of the Project corridor are not known to handle hazardous materials.

Based on the regulatory database search and site reconnaissance, environmental sampling investigation along the Harbor Subdivision ROW portion of the Project corridor (**Appendix D**). Soil sampling was conducted on approximately 1,000-foot linear intervals along the ROW, as well as in areas of high concerns based on the hazardous materials regulatory database search and site reconnaissance. A total of 36 borings were advanced throughout the Project corridor. Soil sampling locations are identified in **Appendix D**.

Based on the soil sampling, the Harbor Subdivision ROW contains chromium, arsenic, lead, organochlorine pesticides, polychlorinated biphenyls (PCB), semi-volatile organic compounds/polycyclic aromatic hydrocarbons (SVOC), Total Petroleum Hydrocarbons (TPHcc), volatile organic compounds (VOCs) (i.e., benzene, toluene, and tetrachloroethylene).

Total chromium, organochlorine pesticides, and PCB concentrations do not exceed the commercial/industrial regional screening levels (RSL) established by the U.S. Environmental Protection Agency (USEPA). VOCs are below the DTSC screening levels and, thus, would not be of concern to future users of the Project. TPHcc that were detected during soil investigation did not exceed the Maximum Soil Screening Levels established by the Los Angeles Regional Water Quality Control Board (LARWQCB), and thus is not considered a significant risk to groundwater quality.

Some of the soil samples detected arsenic, lead, SVOC that exceed the commercial/industrial RSL. To clean up soils contaminated with arsenic, lead, and SVOCs, Metro has entered into a Voluntary Cleanup Program with DTSC. Under this program, DTSC will have oversight during the clean-up process along the Project corridor and will provide a closure or no further action determination when the program activities are completed. Soils that have elevated levels of contaminants either would be remediated, or removed and disposed of in accordance with DTSC requirements, as well as other federal, state and local regulations. Soils with elevated levels of contaminants would be managed to prevent migration to water supplies and exposure to humans. Therefore, the Project would not have an adverse effect related to hazardous materials.

3.8. ENVIRONMENTAL JUSTICE

Environmental Justice Executive Order 12898 requires consideration of impacts on low income and minority populations, careful consideration of whether there are high and substantial adverse effects on these populations, whether these effects are disproportionate compared to the general population, and whether there are offsetting benefits. Low income is

defined as a person (or, in this case, a community or group) whose household income is below the U.S. Department of Health and Human Services (HHS) poverty guidelines. For purposes of the Executive Order, the CEQ, Executive Office of the President has defined minority as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic.

A large portion of the population within the 0.25 miles of the Project corridor is minority populations and is identified as low income. Based on the 2010 Census, 98 percent of the population within 0.25 miles of the Project corridor belongs to a minority group, while 71 percent of the Los Angeles County population is characterized as minority. The minority group with the largest representation within 0.25 miles of the Project corridor is Hispanic/Latino (72 percent). The second largest minority group within 0.25 miles of the Project corridor is Black (26 percent). Less than one percent of the following races are within 0.25 miles of the Project corridor: White, American Indian or Native Alaskan, Asian, Native Hawaiian or Other Pacific Islander; or Other Race. Within 0.25 miles of the Project corridor, 38 percent of the population is below the poverty threshold, whereas 18 percent of the Los Angeles County population is below the poverty threshold.

As discussed throughout this document, the Project would result in no adverse environmental effects. Thus, the Project does not have the potential to cause disproportionately high and adverse effects to minority and low-income populations. The Project would provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would also remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions. As a result, the Project would not result in an adverse effect related to the environmental justice population.

3.9. COMMUNITY DISRUPTION

The Project would provide dedicated pedestrian/multi-purpose and bicycle paths within existing public street and Metro-owned ROWs that would improve connections between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would provide various access and circulation improvements such as signalized traffic lights, new crosswalks and curb ramps. In the diagonal portion of the Harbor Subdivision ROW between 11th Street and Slauson Avenue, the Project would remove existing barriers, which primarily consist of chain-linked fences, to allow the community to the south of the Project corridor to have direct access to the pedestrian/multi-purpose and bicycle paths. Additionally, depending on the size of opportunity sites along the Project corridor, the Project would install neighborhood-based uses (such as seating areas, drought-tolerant landscaping, exercise equipment, and bio-swales) and/or would provide space that would accommodate temporary community events. The Project would provide components that would improve linkages between local communities, schools, shopping centers, transit hubs,

and other key destinations, the Project would not physically divide an established community, would not adversely affect community character, and would not disrupt community activities. Therefore, the Project would not result in an adverse effect related to community disruption.

3.10. Section 4(f) and Section 6(f) Resources

A total of two parks and recreation facilities are located within the 0.25 miles of the Project corridor. These parks are listed in **Table 1** and shown in **Figure 7**. One of the parks (Augustus F. Hawkins Nature Park) is located adjacent to the Project corridor. Although Augustus F. Hawkins Nature Park adjoins the Project corridor to the north, the Project would not result in a use of this Section 4(f) resource. Rather, the Project would incorporate native landscaping, trees, and amenities that would blend in with the park. Additionally, as discussed in Subsection 3.4, Cultural Resources, no cultural resources would be affected by the Project. Therefore, the Project would not result in a use of Section 4(f) resources.

Section 6(f) does not apply as no parks or recreational properties funded through the Land and Water Conservation Fund would be acquired or improved.

3.11. Wetlands

No wetland features exist within or adjacent to the Project corridor, and no federally protected wetlands as defined by Section 404 of the Clean Water Act are located within the vicinity of the Project corridor. Thus, the Project would not result in an adverse effect related to wetlands.

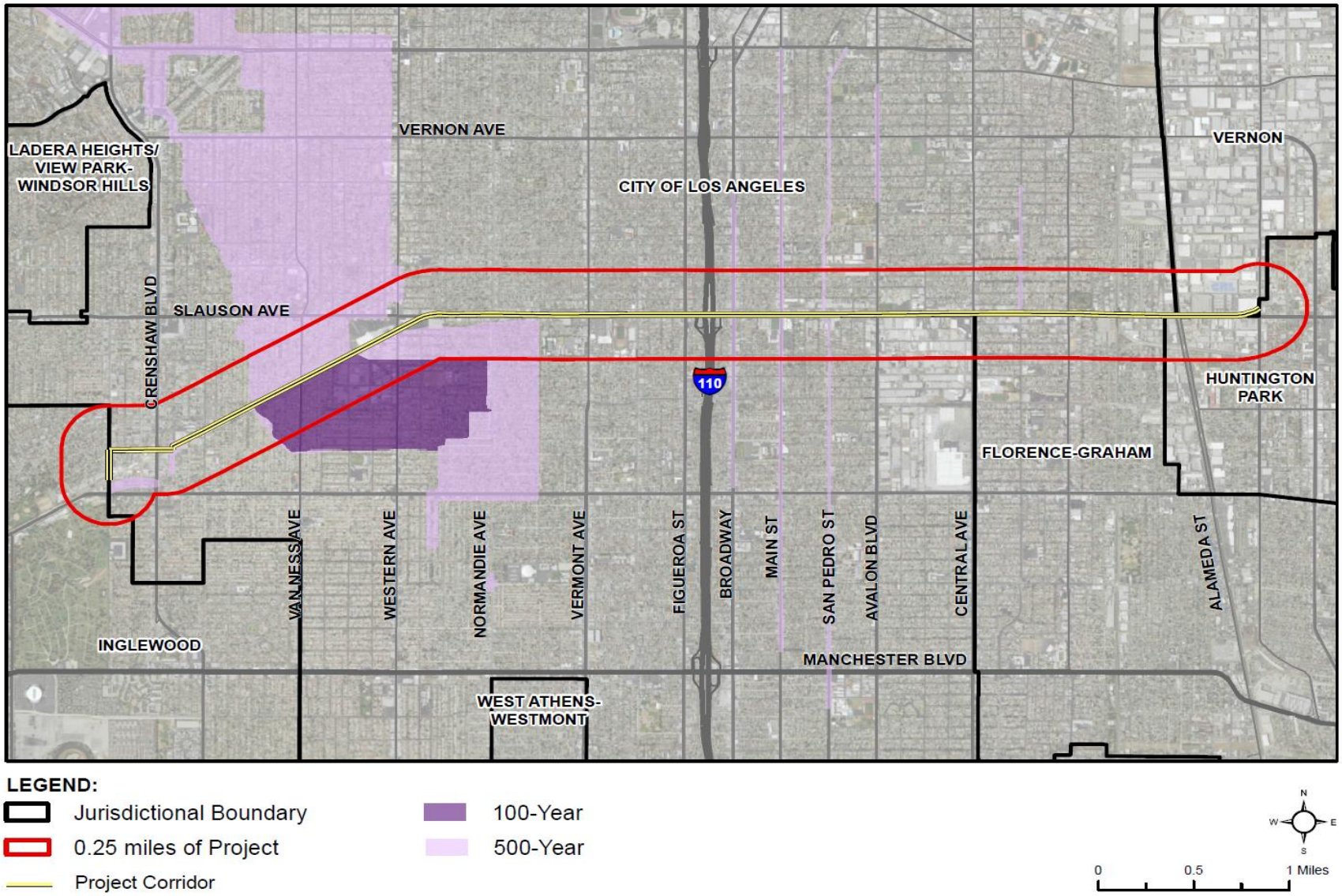
3.12. Floodplain

According to the Federal Emergency Management Agency Flood Insurance Rate Maps, the entire Project corridor is not within a 100-year floodplain (see **Figure 9**). However, the properties adjacent to and south of the Project corridor generally between 5th Avenue and Gramercy Place are within a 100-year floodplain. The Project would not change floodplain elevations or floodways. Therefore, the Project would not result in an adverse effect related to floodplains.

3.13. Navigable Waterways and Coastal Zones

According to the U.S. Army Corps of Engineers, navigable waterways are water bodies that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce (33 CFR 329.4). The Project corridor is not located within the vicinity of any streams or waterways.

FIGURE 9: FLOODPLAINS



The nearest navigable waterway as designated by the U.S. Army Corps of Engineers is Los Angeles River, located approximately 1.5 miles northeast from the eastern end of the Project corridor. The nearest man-made water feature can be found in Augustus F. Hawkins Nature Park, which adjoins the Project corridor. The water features in Augustus F. Hawkins Nature Park are not considered navigable waterways.

The Project corridor is not located within a coastal zone. It is approximately 6.6 miles inland from the Pacific Ocean at elevations between 137 to 180 feet mean sea level. According to City of Los Angeles Hazard Mitigation Plan Tsunami Inundation Hazard Areas Map (July 2011), the Project corridor is not within an inundation zone for a seiche or tsunami. The Project would not result in an adverse effect related to navigable waterways or coastal zones.

3.14. Water Quality

Storm drains within public street ROWs surround the Project corridor. The storm drain system surrounding the Project corridor is a vast network of underground pipes and open channels that were designed to prevent flooding. Runoff drains from the street into the gutter and enters the system through catch basins. Catch basins serve as the neighborhood entry point to the journey into the ocean. All drainage for the Project and the surrounding areas are part of the fully developed municipal infrastructure.

The Project is not located within the vicinity of any Clean Water Act 303d Listed Impaired Water Bodies. In addition, the Project would not alter or create a new direct connection to any surface water body. The Project includes components, such as permeable pavers and bioswales, that would reduce stormwater runoff from the Project corridor. Any water that does not percolate within the Project corridor would flow toward the storm drains at adjacent or intersecting streets, similar to existing conditions. The Project would comply with the City of Los Angeles Low Impact Development ordinance, which is designed to address stormwater runoff and pollution at the source.As discussed in Section 3.7, Hazardous Materials, Metro is entering into a Voluntary Cleanup Program with DTSC in which DTSC will have oversight during the clean-up process along the Project corridor. Soils with elevated levels of contaminants would be managed to prevent migration to water supplies. As Metro would enter into a Voluntary Cleanup Program with DTSC and the Project includes components that would reduce stormwater runoff, the Project would not result in an adverse effect related to water quality.

3.15. Ecologically-Sensitive Areas and Endangered Species

Table 8 identifies a total of six rare plants and animals (two plants and four animal species) that have been historically found within 0.25 miles of the Project according to the California Natural Diversity Database RareFind 5. Of the six plants and animals, three are endangered species under the Federal and State Endangered Species Acts.

TABLE 8: RARE PLANTS AND ANIMALS WITHIN 0.25 MILES OF PROJECT

Scientific Name	Common Name	Federal Status [1]	California Status [2]
Lasthenia glabrata ssp. Coulteri	Coulter's goldfields (plant)	None	None
Astragalus tener var. titi	Coastal dunes milk-vetch (plant)	Endangered	Endangered
Athene cunicularia	Burrowing owl (animal)	None	None
Taxidea taxus	American badger (animal)	None	None
Empidonax traillii extimus	Southwestern willow flycatcher (animal)	Endangered	Endangered
Vireo bellii pusillus	Least Bell's vireo (animal)	Endangered	Endangered

[1] Federally listed as endangered pursuant to the Federal Endangered Species Act.
[2] State listed as endangered pursuant to the California Endangered Species Act.

SOURCE: California Natural Diversity Database RareFind 5, 2016.

The general habitat for the coastal dunes milk-vetch includes coastal bluff scrub, coastal dunes, and coastal prairie. The general habitat for the southwestern willow flycatcher is riparian woodlands in Southern California. The least Bell's vireo is generally found in low riparian habitat in the vicinity of water or in dry river bottoms. The Project corridor does not contain features that would support these endangered species. Additionally, the Project is located within a highly-urbanized area of Los Angeles County consisting mostly of residential, industrial, and commercial uses. The Project corridor and its vicinity has not been identified as critical habitat for threatened or endangered species, does not contain any wildlife corridors or wildlife nursery sites, and does not contain features that would support riparian habitat or other sensitive natural communities. In addition, the Project corridor is not located near any designated biological or environmentally sensitive areas. The Project corridor does not contain any notable natural features or protected biological resources. Any natural communities or species that may have been present along the Project corridor have been displaced by urban uses. Therefore, the rare plants and animals that can be found within 0.25 miles of the Project corridor are not likely to occur within the Project corridor. The Project would not result in an adverse effect related to ecologically-sensitive areas and endangered species.

3.16. SAFETY AND SECURITY

The Project includes various components that would minimize safety hazards along the Project corridor. Subsection 3.3, Traffic and Parking, identifies several components of the Project that would reduce safety hazards. These components include providing new crosswalks and ADA-compliant curb ramps on both sides of I-110 and at the Long Beach Avenue/Slauson Avenue intersection adjacent to the Metro Blue Line Slauson Station, modifying traffic signal phasing to facilitate bicycle and pedestrian flow along the Project corridor and to eliminate conflicts between vehicle and active transportation traffic, and installing new traffic signals. Additionally, the Project would install a pedestrian gate where the Alameda rail corridor intersects with the Project at-grade immediately east of the Metro

Blue Line Slauson Station. Guardrails would be installed under I-110 between new crosswalks along the southern rail ROW boundary to prevent jaywalking and jaycycling under I-110. At the intersection of Long Beach Avenue/Slauson Avenue, a median would be installed in the center of Slauson Avenue to prevent illegal left turns. To increase safety and to provide neighborhood access along the diagonal portion of the Project corridor between 67th Street and Slauson Avenue, bicyclists and pedestrians ingress and egress opportunities would be provided where cul-de-sacs meet the Project corridor. Project components would be designed to meet ADA standards. Additionally, pedestrian/multi-purpose and bicycle paths would be designed to support maintenance and emergency vehicles (i.e., ambulance and police vehicles). Trees would not be planted in areas where safety is a concern (such as in the diagonal segment where the Project corridor is situated between buildings). Lighting would be installed throughout the Project corridor to ensure safety and visibility. At the diagonal segment of the Project corridor, lighting would be integrated with cameras and emergency telephones. The Project would be designed to meet current safety design standards, ADA standards, and would ensure no new safety hazards would occur as a result of the Project.

In addition to the safety components that would be incorporated into the Project, Metro implements a multi-agency law enforcement service to provide a consistent and reliable law enforcement presence. Metro contracts with LAPD and LASD to provide law enforcement along the Project corridor. Were the Project corridor is located within the City of Los Angeles, Metro contracts with LAPD to provide law enforcement in this area. LASD would provide law enforcement at the Crenshaw/LAX Fairview Heights Station, the Metro Blue Line Slauson Station, as well as in the non-City of Los Angeles portions of the Project corridor.

The Project includes components to that would increase safety and security throughout the Project corridor, no adverse effects on safety and security are anticipated.

3.17. CONSTRUCTION ACTIVITIES

Construction of the Project is anticipated to occur for approximately 18 months in segments during work times allowed by local ordinances. While construction is anticipated to commence in early 2018 and end in 2019, it is possible that certain segments of the Project corridor could be constructed at a later date. The construction analysis presented below represents the worst-case construction scenario. Construction of the segments would vary in length. However, no more than one-half mile of the Project corridor is expected to undergo construction at a given time. Care would be taken to minimize disruptions associated with traffic and utilities, as well as other related inconveniences during construction. Construction outreach activities would be conducted throughout the duration of construction. The following construction activities could occur for the Project:

- Public Street ROWs:
  - Pedestrian improvements along West Boulevard and 67th Street
  - Install appropriate signage and provide street markings along 67th Street
  - Restripe bike lanes and install appropriate signage along West Boulevard

  - Install new traffic signal and pedestrian crosswalks at 67th Street/11th Avenue intersection
  - Install lighting and street trees along West Boulevard and 67th Street
  - Removing existing railroad tracks, concrete aprons, and abandoned rail equipment to the north and west of the 67th Street/11th Avenue intersection
  - Restore curb ramps, as necessary
  - Relocate affected traffic signals and its appurtenances, as necessary, in coordination with the affected cities

- Diagonal segment of the Metro-owned ROW:
  - Remove rails, rail ties, and ballast
  - Remediate (amend/replace) contaminated soils, if necessary, per recommendation from DTSC
  - Clear and grub the Metro-owned ROW, including trash, debris, and vegetation
  - Remove encroachments,access points, and encampments, as necessary
  - Construct bike path and pedestrian walkway with appropriate markings
  - Install bioswales, landscaping/shrubs, trees, and irrigation along the Metro-owned ROW
  - Install lights, emergency telephones, security cameras, and required appurtenances
  - Install signage and fencing in appropriate areas

- East-west segment of the Metro-owned ROW:
  - Remove rail, rail ties and ballast
  - Remediate (amend/replace) contaminated soils, if necessary, per recommendation from DTSC
  - Clear and grub the Metro-owned ROW, including trash, debris, and vegetation
  - Remove encroachments, parking, access points, and encampments, as necessary
  - Construct bike path and pedestrian walkway with appropriate markings
  - Install bioswales, landscaping/shrubs, trees, and irrigation along the Metro-owned ROW
  - Install lights and required appurtenances
  - Install signage and fencing in appropriate areas
  - Install pedestrian crosswalks and signals at three locations

The potential environmental effects of these construction activities would be highly varied. In particular, activities that would generate the greatest amount of truck trips into and out of the Project corridor would be of greatest concern along with activities that would involve the extensive use of heavy grading equipment for subgrade recompaction. Activities that would generate the most truck trips into and out of the Project corridor would generally entail the removal of ballast and rail ties, as well as the removal and replacement of soil. As a practical logistical matter with respect to staging and loading times, it is unlikely that the number of truck trips serving a given segment could exceed 25 trips per day. Similarly, soil grading and compaction work would represent the worst-case activity with respect to the use of

construction equipment. No more than two acres is expected to be disturbed at a given time. Additionally, the depth of excavation would not exceed five feet. Given the narrow ROW and the area that is expected to be disturbed at a given time, construction equipment that would operate at a given time would be limited to three or four pieces, including excavators, graders, and rollers. The environmental consequences related to these worst-case construction activities are discussed below.

Construction activities, including temporary parking and staging, would be limited to and contained within the Project corridor. Temporary intermittent lane closures at adjacent public street ROWs may be required depending on the type of construction activity, such as the construction of curb returns and utility cutouts). No more than one lane is anticipated to be closed at a given time. It is Metro's standard practice to develop a construction traffic control plan to facilitate the flow of traffic around the construction area.

3.17.1. Air Quality

Pollutant emissions during construction of the Project would be related to equipment exhaust, worker commute trips, fugitive dust associated with grading and loading activities, and off-gassing from asphalt paving. Construction emissions for equipment exhaust were estimated using the emissions factors and emission rates obtained from Appendix D - the Data Tables used by California Emissions Estimator Model (CalEEMod) version 2016.3.1. Table 3-3 of this appendix shows equipment that would be used during construction activity. The CalEEMod emission rate for VOC off-gassing during paving is 2.62 pounds per acre. Refer to **Appendix E** for emission calculations and other relevant assumptions used to estimate pollutant emissions.

All construction activities associated with the Project would adhere to applicable measures outlined in SCAQMD Rules 402 (Nuisance) and 403 (Fugitive Dust). Metro has adopted a Green Construction Policy committing to less polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and ROWs. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. This air quality analysis accounts for these emission standards.

Neither Metro nor FTA have adopted air quality impact criteria. SCAQMD regional and localized significance thresholds are used as an indicator of potential air quality impacts due to the local air district's role in attaining and maintaining the federal NAAQS in SCAB. Worst-case construction emissions associated with the Project are shown in **Table 9**. As shown, construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the Project would not result in an adverse effect related to construction emissions.

TABLE 9: MAXIMUM DAILY CONSTRUCTION EMISSIONS

Construction Activity	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
GRADING						
Maximum On-site Emissions	0.28	2.4	12	0.02	0.63	0.10
Maximum Off-site Emissions	0.55	16	3.9	0.04	1.0	0.33
Total Emissions	0.83	18	15	0.06	1.6	0.43
PAVING						
Maximum On-site Emissions	3.8	0.91	13	0.02	0.03	0.03
Maximum Off-site Emissions	0.32	6.2	2.5	0.02	0.54	0.18
Total Emissions	4.1	7.1	15	0.04	0.57	0.21
REGIONAL EMISSIONS ANALYSIS						
Maximum Daily Regional Emissions	4.1	18	15	0.06	1.6	0.43
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
LOCALIZED EMISSIONS ANALYSIS						
Maximum Daily On-site Emissions	--	2.4	13	--	0.63	0.10
SCAQMD Localized Threshold/a/	--	65	346	--	7	4
Exceed Threshold?		No	No		No	No

/a/ Portions of the Project corridor would be located in Source Receptor Areas 1, 3, and 12. Localized emissions are compared to the lowest threshold between the Source Receptor Areas for a two-acre project site and a 25-meter receptor distance.
SOURCE: Terry A. Hayes Associates Inc., 2017.

The Project would include the remediation of hazardous soil conditions. As discussed in Subsection 3.7, Hazardous Materials, the Project would enter into a Voluntary Cleanup Program with DTSC. DTSC would oversee the cleanup of hazardous materials within the Project corridor. Additionally, the Project would be required to comply with SCAQMD (e.g. Rule 1166 - Volatile Organic Compound Emissions from Decontamination of Soil) and DTSC regulations, which would minimize pollutant exposure during the soil remediation process. Therefore, the Project would not exceed SCAQMD significance thresholds and would comply with applicable SCAQMD rules, the Project would not result in an adverse effect related to air quality during construction.

3.17.2. Traffic

Construction activities would be primarily limited to and contained within the Project corridor, within the West Boulevard and 67th Street ROWs, and on public street ROWs adjacent to the Project corridor. All construction and worker vehicles are anticipated to be accommodated within the Harbor Subdivision ROW throughout construction.

The construction phase may include temporary intermittent lane closures along the portion of the Project corridor adjacent to Slauson Avenue. These temporary lane closures would likely be associated with the removal of utilities and power poles, the reconstruction of curb returns at intersections, the installation of crosswalk markings, and bicycle lane striping. In each of these instances, it is Metro's standard practice to develop a construction traffic control plan in close coordination with the affected local jurisdiction to facilitate the flow of traffic around

the construction area and to minimize temporary disruptions. Therefore, the Project would not result in an adverse effect related to traffic during construction.

3.17.3. Archaeological and Paleontological Resources, Native American Cultural Materials, and Human Remains

As previously discussed in Subsection 3.4, Native American scoping and a cultural resources pedestrian survey was conducted along the Project corridor. No cultural resources were identified within the Project APE as a result of the records search or the Native American scoping. If any Native American cultural material is encountered within the Project corridor during construction, consultation with interested Native American parties would be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources.

No formal cemeteries, other places of human interment or burial grounds are known to occur within the Project corridor. There is always a possibility that human remains may be unexpectedly encountered during construction. There cannot be disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and PRC Section 5097.98. These code provisions prohibit construction activity after the discovery of human remains on any nearby area reasonably suspected to overlie adjacent remains until the County Coroner has determined that the remains are not subject to laws concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. These code provisions also require notification of NAHC, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. These laws would ensure that the Project would not significantly impact human remains.

Therefore, the Project would comply with all regulatory requirements in the unlikely event that archaeological resources, paleontological resources, and Native American cultural materials, and human remains are encountered, no cultural resources would be adversely affected by the Project.

3.17.4. Noise and Vibration

Construction noise levels would depend on the construction activity, type of equipment, number of pieces of equipment operating, general condition, length of time each piece would operate per day, the presence or absence of noise-attenuating features such as walls or other intervening structures, and the location of construction noise sources relative to sensitive receivers. **Table 10** shows construction equipment that may be utilized to construct the Project and its associated noise levels. Individual construction activity levels range from 73.0 dBA to 82.6 dBA measured at 50 feet from the equipment.

TABLE 10: CONSTRUCTION EQUIPMENT TYPICAL NOISE LEVELS (DBA) AT 50 FEET

Noise Source	Noise Level (dBA) at 50 Feet
Backhoe	73.6
Compressor	73.7
Concrete Mixer Truck	74.8
Concrete Pump Truck	74.4
Concrete Saw (Rail Saw)	82.6
Drum Mixer	77.0
Excavator	76.7
Generator	77.6
Grader	81.0
Paver	74.2
Roller	73.0
SOURCE: Federal Highway Administration, *Roadway Construction Noise Model (RCNM) Version 1.1.*	

The Project would be located in multiple jurisdictions with competing noise regulations. For consistency, noise levels are assessed using FTA guidance. FTA has indicated that construction noise may result in an adverse community reaction if noise levels at residences exceed 90 dBA during the day and 80 dBA during the night, or 100 dBA at any time near commercial or industrial facilities.

Table 10 shows construction noise levels would not usually exceed 90 dBA at 50 feet from the construction equipment. Some sensitive land uses, such as residential uses, are located adjacent to the Project corridor. It is anticipated that construction activity would move quickly along the Project corridor and noise exposure at individual sensitive receptors would be short in duration and intermittent. The Project would not require nighttime construction activities, and it is standard Metro practice to comply with local noise regulations.

Construction activity would occur within an urban environment with many existing sources of noise. Given the existing environment and the transient nature of the project-specific construction process, temporary increases in existing noise levels are not considered significant at individual land uses. Therefore, the Project would not result in an adverse effect related to construction equipment noise.

Construction activity may require lane closures on local roadways. The majority of vehicle noise generated on roadways is related to the generation of sound pressure waves as vehicles pass by the stationary receiver. Vehicles traveling at faster speeds generate larger sound pressure waves and more noise. Lane closures would reduce vehicle speeds and idling noise would not exceed the noise that would have been generated by vehicles traveling at regular speeds. Therefore, the Project would not result in an adverse effect related to temporary lane closures and noise.

Some construction activities, such as paving and the use of excavators and rollers, could result in perceptible levels of ground-borne vibration. Vibration is a localized effect and typically attenuates to barely perceptible levels within a few feet of construction equipment.

Equipment would most likely generate vibration levels similar to a small bulldozer, or approximately 0.003 inches per second peak particle velocity at 25 feet. It is not anticipated that this amount of vibration would damage structures or annoy people in close proximity to the equipment. There may be occasions when equipment would be located in close proximity a vibration sensitive receptor, although it is anticipated that construction activity would move quickly along the alignment and vibration exposure at individual receptors would be short in duration and intermittent. Given the transient nature of the project-specific construction process, temporary increases in vibration levels are not considered significant at individual land uses. Therefore, the Project would not result in an adverse effect related to construction equipment vibration.

3.17.5. Utility Disruption

The Project corridor was surveyed to identify existing utilities. Several utilities are currently present within the Project corridor. Signal poles, signal conduit boxes, and street lights are located along the parkways of West Boulevard and 67th Street. Additionally, utility poles are found along 67th Street. The Project does not involve construction activities that would disrupt existing utilities found along the public street ROWs outside of the Project corridor.

Existing above ground utility infrastructure that can be found within the Harbor Subdivision ROW portion of the Project corridor include utility poles, rail crossing control devices, rail crossing utility cabinets, signal poles, and signal conduit boxes. The utility poles found along the Harbor Subdivision ROW are used by the Southern California Telephone Company, Pacific Telephone and Telegraph Company, Pacific Bell, and LADWP. Some of the utility poles are active while others are abandoned and are not connected to power and/or telephone lines. Additionally, some of the utility poles may have been used for BNSF communications. The rail crossing control devices and utility cabinets are owned by Metro. Signal poles and signal conduit boxes are located where the Harbor Subdivision ROW intersects a public street ROW. The signal poles and signal conduit boxes are owned by the city or county in which the signal poles and signal conduit boxes are located (i.e., City of Los Angeles, City of Vernon, and County of Los Angeles).

Underground utilities that run through the Harbor Subdivision ROW include power fiber conduit, gas lines, and water lines. LADWP owns the power fiber conduit, while the American Telephone and Telegraph – Telecommunications Association is the purveyor of the fiber optic cables. The gas lines are owned by the Southern California Gas Company, and the water lines are owned by LADWP.

Utility relocation is a common aspect of construction projects. During construction of the Project, abandoned utility poles would be removed from the Project corridor. Additionally, some utilities would be relocated. The removal and relocation of existing utilities would follow all codes, regulations, and standards regarding utility removal/relocation and relevant safety precautions. Therefore, the Project is not expected to have an adverse effect on utilities during construction.

3.17.6. Hazardous Materials

As discussed in Subsection 3.7, Hazardous Materials, soils within the Project corridor may contain elevated levels of hazardous substances, including arsenic, lead, and SVOC. Metro is entering into a Voluntary Cleanup Program with DTSC. Under this program, DTSC will have oversight during the clean-up process along the Project corridor and will provide a closure or no further action determination when the program activities are completed. Soils that has elevated levels of contaminants either would be remediated, or removed and disposed of in accordance with DTSC requirements, as well as federal, state and local regulations. Soils with elevated levels of contaminants would be managed in accordance with DTSC requirements to prevent migration to water supplies and exposure to humans.

In addition to contaminated soils, railroad ties are commonly treated with various chemicals for preservation, including but not limited to creosote, pentachlorophenol and metallic arsenates. During construction, railroad ties remaining within the former railroad bed may either become a product suitable for reuse or a waste product. Upon removal, railroad ties that are salvaged and designated for reuse would be managed as "Treated Wood Waste" (TWW) in accordance with Alternative Management Standards provided in California Code of Regulations (CCR) Title 22 Section 67386. Railroad tie materials designated for disposal would be considered potentially hazardous TWW and would be managed and disposed of in accordance with CCR Title 22 Section 67386.

The Project would comply with regulations associated with the removal of railroad ties. Contaminated soils that would be removed from the Project corridor would be segregated and disposed of in accordance with federal, state and local regulations. Additionally, the Project is entering into a Voluntary Cleanup Program with DTSC and would comply with DTSC requirements. Thus, the Project would not have an adverse effect related to hazardous materials during construction.

3.17.7. Water Quality

Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. The Project would be required to obtain coverage under the NPDES General Construction Activity Permit in which a site-specific Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented. The SWPPP would specify erosion control, sediment control and non-stormwater management and materials management; and would address requirements throughout the operational life of the Project through source and treatment control. Furthermore, prior to and during construction, the Project would be required to comply with local tree protection ordinances and obtain local permits associated with local municipal grading, construction, and street use, as appropriate. Therefore, the Project would not result in an adverse effect related to water quality during construction.

3.17.8. Biological Resources

The Project is located in a highly-urbanized area consisting mostly of residential, industrial, and commercial uses. The Project is located on existing street ROWs and the Harbor Subdivision ROW. Landscaping (primarily grass and street trees, many of which are mature trees) are currently located along the parkways of the West Boulevard and 67th Street ROWs. The Project is not expected to remove any existing street trees along parkways of existing street ROWs.

The Harbor Subdivision ROW portion of the Project primarily contains railroad tracks and ties, ballast, railroad equipment, dirt, trash, and billboards. Most of the Harbor Subdivision ROW is devoid of vegetation. Where vegetation exists, the vegetation is primarily located along the edge of the ROW and consists of weeds and vines that grow on walls/fences adjacent to the Harbor Subdivision ROW. Non-native trees, such as palms, can be found in a few areas along the ROW. During construction, non-native trees along the Harbor Subdivision ROW would be removed; however, these trees are not protected or identified as scenic trees. Although the trees are not identified as protected species by the City of Los Angeles, removal would occur under consultation with the City of Los Angeles Department of Public Works Bureau of Street Services, Urban Forestry Division. Furthermore, it is Metro's standard practice that tree removal activities would be timed as much as possible to occur outside the migratory bird nesting season. In the event nests are identified during surveying or construction activities, the nests would be protected in place to ensure compliance with the Migratory Bird Treaty Act. Although the Project would remove existing non-native trees, the Project would install additional trees along the Project corridor. Therefore, the Project would not result in an adverse effect related to biological resources during construction.

3.17.9. Safety and Security

Construction activities would not result in full road closures, although single lane closures along Slauson Avenue may be required occasionally for some construction activities. Slauson Avenue has a total of four lanes (two lanes in each direction), and a single lane closure would not impede emergency vehicle access to the Project corridor or surrounding area during the construction phase. Per state and local regulations, emergency vehicle access along street ROWs would be maintained at all times during construction. Additionally, it is Metro's standard practice to develop a construction traffic control plan in close coordination with the affected local jurisdictions to minimize these temporary disruptions. Construction areas would be secured to eliminate the threat to safety and security of anyone not directly involved in construction activity. Therefore, the Project would not result in an adverse effect related to safety and security during construction.

3.18. CUMULATIVE EFFECTS

A cumulative effect is an impact on the environment which results from the incremental effect of the action when added to other past, present, and reasonably foreseeable future actions (40

CFR 1508.7). Cumulative effects can result from individually minor but collectively significant actions taking place over time.

FTA guidance states that a project must have a direct and/or indirect effect on a specific resource to exert a cumulative influence. If no direct and/or indirect effect to a specific resource is expected, then the project is not likely to contribute to cumulative effects to that resource. The analysis presented above for the CE demonstrates that the Project would not result in adverse effects to resource areas. The project components are intended to provide on- and off-street bicycle and pedestrian/multi-purpose pathways. Therefore, the Project is not expected to contribute to cumulative adverse effects.

4. SUPPORTING TECHNICAL STUDIES

The following technical studies were prepared for the Project and are included in the appendices of this CE document:

- Rincon Consultants, Inc., *Metro Rail to Rail Active Transportation Corridor Project Cultural Resources Study*, February 27, 2017.
- EFI Global, Inc., *Environmental Research and Testing Services, Los Angeles Metro Rail to River Project*; September 19, 2016.
- EFI Global, Inc., *Environmental Sampling Report*, January 2017.
- Fehr and Peers, *Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project*, January 2017.

In addition to the above technical studies, Metro is also preparing a Categorical Exemption in compliance with Article 19 of the CEQA Guidelines. The Project qualifies for a Class 4 (Minor Alterations to Land) categorical exemption under Section 15304(h) of the CEQA Guidelines.

5. LEAD AGENCY, PREPARERS AND SOURCES CONSULTED

This chapter provides the lead agencies, preparers and sources consulted for the CE.

5.1. LEAD AGENCY

Los Angeles County Metropolitan Transportation Authority
Roberto Machuca, Project Manager

5.2. LIST OF PREPARERS

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5.3. SOURCES CONSULTED (LISTED IN ALPHABETICAL ORDER)

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